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AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, JUNE 19, 1858.

Second Quarto Series, Vol. XIV., No. 25.---Whole No. 1,157, Vol. XXXI.

ESTABLISHED IN 1831.

NEW-YORK:

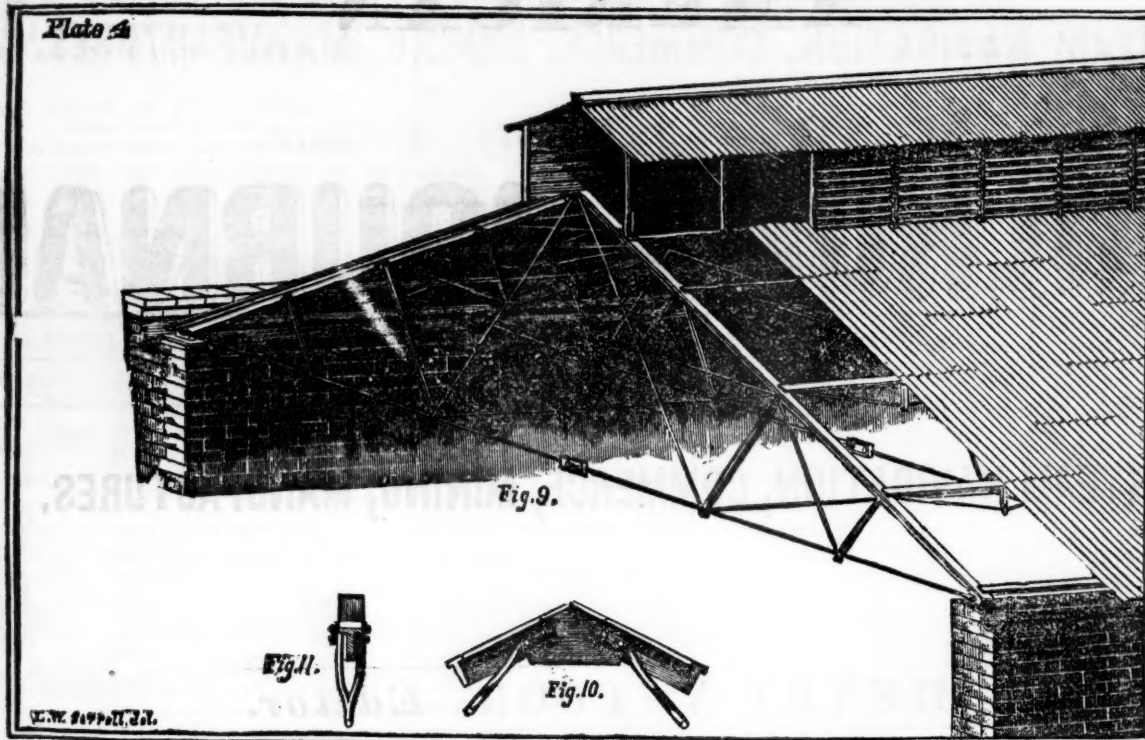
PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ & CO.

Front Room, Third Floor,
No 9 Spruce Street.

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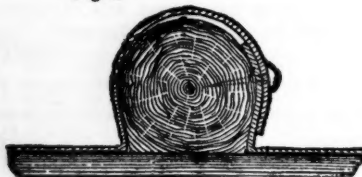


THE subscribers, manufacturers and importers of PATENT GALVANIZED TINNED IRON, respectfully invite the attention of railroad companies and others interested in the construction of Fire-proof Buildings and Roofs, to this material, which is highly recommended for strength, durability, and lightness, combined with elegance in appearance. The advertisers can refer particularly to Roofs they have erected in the New York Navy Yard, also to that of the New Jersey Railroad and Trans. Company, Jersey City. In Great Britain it is used at all the railroad depots and navy yards in enormous quantity. The corrugated sheets, as on the above iron framed roof, are equally suited to lay upon wood framing, either straight, or curved.

Plain sheets are prepared to lay on boarded roofs (such as have had tin coverings) by making a flute on the side so as to fasten to a wood roll, reaching from ridge to eaves and placed between each tier of sheets, see figs. 6 and 8 below. The transverse joints are secured as shown by fig. 7.

Estimates and designs for Buildings and Roofs, &c., &c.

Fig. 6.



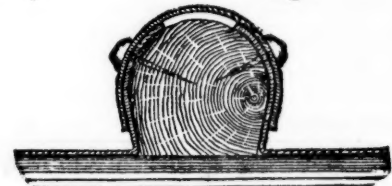
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Fig. 7.



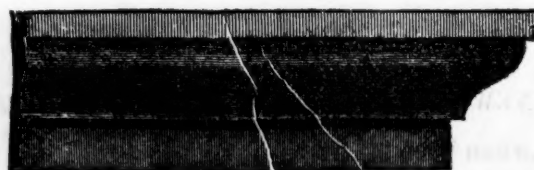
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Fig. 8.



$\frac{1}{2}$ full size.

Galvanized iron Cornices to any size or pattern, Ridge Caps, and Spouts.
TELEGRAPH AND FENCING WIRE, BLACK SHEET IRON SHIPS' IRON WORK,
LIGHTNING RODS. CORRUGATED. SPIKES, NAILS, &c., promptly galvanized.



MARSHALL LEFFERTS & BROTHER,
No. 57 Beekman st., NEW YORK.

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PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM IN ADVANCE.

SECOND QUARTO SERIES, VOL. XIV., No. 25.]

SATURDAY, JUNE 19, 1858.

[WHOLE No. 1,157, VOL. XXXI.]

MESSRS. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorised European Agents for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, June 19, 1858.]

Ohio and Mississippi Railroad.

The annual meeting of stockholders in the Ohio and Mississippi Railroad Company was held in Cincinnati on the 7th inst., and was very largely attended by the representatives of the property and enterprise of Cincinnati, St. Louis and New York.

Edward Learned, of New York, read the annual report, of which we here reproduce an abstract:

From the 15th of April, 1857, (from which time the road has been surrendered to the Company by the contractors) until now, there has been an uninterrupted succession of extraordinary events, which have been very disastrous to the Company in its property, business and credit. The Ohio river, during the entire time, has afforded facilities for the transportation of through business, which are almost unprecedented.

The condition of the highways contiguous to the line of the road has been such, as to check, in a great measure, the delivery of the country products to the road.

The importance to each of the companies forming the Eastern and Western Divisions of the Ohio

and Mississippi Railroad Company, that perpetual arrangements should be concluded between them, induced the stockholders of this Company, at their last annual meeting, favorably to entertain a proposition for their consolidation; but as the Directors were unable to carry it into effect to their satisfaction, a temporary arrangement was entered into whereby the gross income of both Divisions was to be divided on a mileage basis, giving nine-sixteenths (9-16) to the Eastern, and seven-sixteenths (7-16) to the Western Division; and charging to each Division in the same proportion many large expenses, which otherwise would have been incurred in full by each. Experience has shown that the practical operation of the system is somewhat against the interests of the Eastern Division, computed upon the actual receipts of each, and that the difference or loss (although at times a gain has been shown,) is not fully compensated for by the advantages resulting from a general management of the entire road. It is believed, however, that such a modification of the system, as will justly equalize any such differences, will be acceded to by the Western Division. Under this system the general superintendency of the entire line has been placed under the direction of William H. Clement, Esq., whose well known character and efficiency, in all that relates to his department, is a sufficient guarantee for its proper administration.

The Directors regret that they are unable to present such a statement of the financial condition of the Company as its friends have been led to expect. And as the stockholders are generally cognizant of its condition to May 10th, 1856, (at which time the contract with Messrs. Aspinwall and associates was entered into) it is deemed unnecessary to revert to it prior to that date.

The arrearages of interest upon the funded debt was agreed to be settled by the contractors, as specified, and all accruing interest thereon up to the time when they should complete the road. The floating debt of the Company, including that due former contractors, was also agreed to be settled by them as specified. By reference to the accompanying letter from the contractors, it will appear that prior to the 15th of April, 1857, (from which time the road was accepted from them by the Company,) they had adjusted the interest re-

ferred to in their contract up to said 15th day of April, 1857, except an inconsiderable amount upon such portion of the old second mortgage bonds as they had been unable to exchange; and that they had also adjusted the other indebtedness of the Company referred to in their contract, so far as they were obliged so to do. Although from the foregoing it might be supposed by some that on the said 15th of April, 1857, the Company was free from all liabilities for interest, or floating indebtedness up to that date, with the exceptions named—such was not the fact.

The contractors themselves were entitled to interest on the payments due them under the contract, from the several dates at which they were entitled to receive such payments, exclusive of the interest on such bonds as were paid out by them under, and in pursuance of the contract. They also claim full remuneration for all adjustments of the Company's indebtedness, which by the contract they were to have settled in Income Scrip, which they were unable so to settle, but did adjust with other securities and money. They also claim payment for a balance of account for extra work or payments, which will probably prove inconsiderable in amount.

From the 15th of April, 1857, the road has been operated by the Company, and all interest which has accrued, or other indebtedness which has been created since that date, the contractors were in no manner liable to pay. Nevertheless, appreciating the pressing necessities of the Company for money, for current expenses, the contractors voluntarily made such arrangements on their own account, with all the holders of the Company's Bonds (with a few unimportant exceptions) as would keep the coupons maturing on such Bonds from presentation for payment prior to March 1st, 1858. They have likewise withheld from demand all coupons on all bonds owned by themselves.

Owing to these arrangements and this forbearance, the Directors were enabled practically to maintain the credit of the Company up to the said first day of March, 1858. At that time, however, in the absence of any means belonging to the Company by which money could be obtained, the Directors were compelled to permit such coupons (maturing that day) as were presented, to go to protest.

All reasonable efforts were made to avert this unpleasant alternative. An earnest appeal was made to the contractors, but declined, as they were unwilling to make further personal sacrifices to pay coupons to others, whilst they were large holders of similar ones which would not be paid—with a commendable generosity, however, they contributed, by way of loan to the Company, a large amount in money and good securities to enable the Directors to provide means with which to pay in part the arrearages due by the Company on its pay rolls, and for supplies—without which the working of the road must then have been discontinued.

The depleted state of the Treasury has rendered the duties of the local financial officers peculiarly embarrassing and disagreeable; but it gives us pleasure to state that the operatives, and for the most part the supply creditors of the Company, have exhibited a leniency and forbearance worthy of the highest commendation. And the Directors earnestly recommend to the stockholders that immediate measures be devised whereby all arrearages due to them may be speedily paid.

The condition of the road during the entire time that it has been operated by the Company, has been very satisfactory, considering the causes which have operated to depreciate it.—As an evidence thereof and of its proper construction, it is only necessary to state that it has withstood the action of the late rains and unprecedented freshets so successfully, that nearly all the trains have left and arrived "on time."

Whilst the Directors are disinclined to offer any estimates as to the future business of the road, as they would of necessity be but speculative and problematical, they feel fully authorized (in view of the extraordinary circumstances by which the road has been surrounded since its opening) to assure the stockholders that its future business will unquestionably exhibit a large increase over that of the present year. But notwithstanding these assurances they feel compelled furthermore to express their equally firm conviction that the requirements of the Company for means with which to pay its annual interest—its floating debt, (composed to a great extent of accrued interest,)—its new floating debt, (created within the past year,)—and perform its contracts with the city of Cincinnati, will largely exceed its probable net income for years to come, even if estimated on a basis to be fixed by the most sanguine friends of the Company in the Direction.

It is believed, therefore, that in order to protect the Company, its creditors, and even the road itself, from ruinous disaster, mutual concessions should be made by all parties in interest, so as to effect such a capitalization of all interests as will leave the road free from all indebtedness or liability except that arising under the first mortgage, and also except the present supply and operative indebtedness which must be paid in cash.

The following statements will exhibit the operations of the Company for the past year, and its present condition so far as the same are at present ascertained to May 1st, 1858:

Gross earnings for the year	\$776,916 19
Less difference to May 1st, 1858, between 9-16 and actual earnings of E. D.	20,641 87
	\$756,274 82

Less balances in hands of Agents and foreign roads and mail money to be paid in regular course..	\$43,167 76
Due from Western Division	58,436 15
	101,603 91

Actual receipts	\$654,670 91
DISBURSEMENTS.	
Amount of operating expenses and repairs of Eastern Division, to May 1, 1858	\$465,227 06
Interest	5,962 34
Materials and extraordinary repairs..	414,957 50
Real estate	13,523 85
	\$899,670 75

LESS:—	
For liabilities, supplies and business of the road	\$134,746 58
Due on pay rolls	59,851 06
Due for materials and stock claims	26,084 19
	220,681 91
	\$678,988 84

Statement of Interest Account.

Interest upon 1st Mortgage Bonds, from April 15, 1857, to January 1, 1858	\$101,645 83
Amount adjusted by contractors (voluntarily)	101,135 41

Balance remaining unadjusted	\$510 42
Interest upon old 2d Mortgage Bonds, from April 15, 1857, to April 1, '58..	\$104,846 38
Am't adjusted by contractors (voluntarily)	56,861 78

Balance remaining unadjusted	\$47,984 60
Interest upon Construction Mortgage B'ds, from March 1, 1857, to March 1, 1858, upon, say, \$3,000,000	\$210,000 00
Amount adjusted by contractors (voluntarily)	19,845 00

Balance remaining unadjusted	\$190,155 00
Interest upon Income Mortgage B'ds, from May 1, 1857, to May 1, 1858, (\$3,450,000)	\$241,500 00
Amount adjusted by contractors (voluntarily)	175 00

Balance remaining unadjusted	\$241,325 00
Income Bonds Scrip issued	\$152,679 04
Redeemable in Income Bonds upon which Scrip Interest is to be calculated, and now included in the am't above of	\$241,500 00

All of which is respectfully submitted.

JOS. W. ALSOP, President.

The following is the letter referred to in the above report:—

NEW YORK, May 20th, 1858.

J. W. ALSOP, Esq., President of the Ohio and Mississippi R. R. Company.

SIR:—We desire to make a final settlement with your Company, and to obtain the amount which shall be found due us, in money, satisfactory securities, or evidences of indebtedness.

We have hitherto been unable to present a statement of our account, for the reason, in part, that we have deemed it important that all our engagements with parties, other than the Company, should first be fully complied with, and in part from difficulties arising from the severe and prolonged illness of the Auditor, Mr. Van Doursen. We are happy to state that both disabilities have been removed, and we therefore request that an early day be fixed upon by you for the purpose.

In order to facilitate your preparation for such settlement, we deem it proper to state generally

the more important points which we shall claim to have fairly and equitably settled.

By contract we were to settle the interest, including all arrearages thereof, on the 1st and 2d Mortgage Bonds, up to April 15th, 1857, (at which time we surrendered the road, etc., to the Company,) also all floating debt, including balances due former contractors—with income scrip at par. The \$1,500,000 of old 2d mortgage bonds were to be exchanged, by the substitution thereof of a like amount of our construction bonds. We, however, were only obligated to make the foregoing settlements or exchanges, in so far as we could do so; and in the event of our inability to do so fully, we were to return an equivalent amount of income bonds, as to the interest and floating debt—and of construction bonds, as to the unexchanged old 2d mortgage bonds.

When the contract was made, it was assumed by both the Company and ourselves, that the floating debt to be settled by us would not exceed \$595,000.

We were to be paid for our work and expenditures monthly, as the work progressed.

Referring to the foregoing, we have to state that we found it utterly impossible to make the settlements as contemplated by the contract, or fully to exchange the old 2d mortgage bonds. We have, however, adjusted the interest on all the 1st mortgage bonds, up to and including January 1st, 1858, and that upon the old 2d mortgage bonds, (or rather the construction bonds exchanged thereof) up to March 1st, 1858, also out of our own resources. We have also adjusted floating debt to the amount of \$679,332.03, entirely out of our own resources, except \$139,361.81, settled by income scrip.

The payments due us under the contract, average due Dec. 6th, 1856, from which time we are entitled to interest on all our bonds.

We have made large advances to the Company since we surrendered the road, both in money and valuable securities, and are entitled to the fair value thereof, with interest.

We have an account small in amount, composed of sundry expenditures by us for the Company, to which we are entitled, with interest.

Very respectfully, your obedient servant,

W. H. ASPINWALL,

And others, Associates.

By CHAS. GOULD, their Treasurer.

Some discussion ensued after the reading of the report—between the advocates of the Associates' Ticket and the Stockholders' Ticket,—after which the election of directors was held with the following result:

ASSOCIATES' TICKET.

James Hall	78,147	W. H. Aspinwall	78,147
S. W. Pomeroy	78,147	Jos. W. Alsop	78,147
Henry C. Lord	77,275	H. Chauncey	78,142
James C. Hall	74,174	S. W. Comstock	78,147
Wm. H. Clement	104,437	Edwin Bartlet	78,147
T. G. Mitchell	74,406	Edward Learned	78,147
Joseph Torrence	104,395	Charles Gould	78,147
Larz Anderson	104,247	L. D. Coman	78,147
H. D. Bacon	78,378	Edward Delano	78,147
L. B. Parsons	78,378	W. Whitewright	78,147
S. M. L. Barlow	78,147		

STOCKHOLDERS' TICKET.

W. W. Scarborough	25,877	J. D. Lehman	28,526
Wm. Glenn	26,290	J. McKeehan	26,290
Charles Neave	26,290	Henry Emerson	26,263
G. W. Coffin	26,290	John Ross	26,480
Geo. F. Davis	26,180	John Cobb	26,290
Wm. Goodman	26,229	H. Tripp	26,290
J. W. Hartwell	26,290	M. W. Shields	26,290
Thos. Phillips	26,290	R. W. Keys	190
J. S. Niles	26,290	Miles Greenwood	27
W. C. Neff	28,526	T. J. Weaver	110
L. B. Harrison	26,263	Ira Wood	42

At a meeting of the newly elected Board of Directors, Jos. W. Alsop, of New York, was elected President; Wm. H. Clement of Cincinnati, Vice President; Lewis B. Parsons, Treasurer, and Samuel Trevor, of Cincinnati, Secretary.

Settlements on the North Missouri River.

The following table and list of cities, landings and settlements on the Missouri river, from the mouth to Fort Randall, was compiled by Capt. J. B. Weaver, of the steamer D. A. January, during her late trip from St. Louis to Fort Randall. The table designates the distance between each point on the river, so far as it goes—a distance of 1,296 miles. It has been carefully prepared, and will be found valuable for the purpose of reference, all over the country:

Mouth Missouri riv.	20	Smith's Land'g	1	545
Bellefontaine Bend.	5	25 Maysville	2	547
Charbonier	10	35 Hart's Landing	5	552
St. Charles	10	46 Palermo	12	564
Howard Bend	12	57 St. Joseph	8	572
Bonhomme Island	1	58 Whitehead K.T.	6	578
Cottleville Landing	2	60 Bontown, Mo.	6	584
Howell's Ferry	2	62 Savannah	6	588
Doxier's	5	67 Sultan Land'g	4	592
Port Royal	1	68 Columbus City		
Tavern Rock	1	69 Landing	1	593
St. Albans	1	70 Dallas	7	650
Augusta	6	76 Charleston	6	606
Jones' Point	2	78 Lafayette	6	612
South Point	4	82 Iowa City	6	617
Washington	2	84 Forest City	5	623
St. Johns Island	3	87 White Cloud	5	628
Heatherley's Ldg.	10	97 Squaw Point	3	631
Miller's Landing	1	98 Rulo, N. T.	5	636
Pickney & Griswold	1	101 Yankton, K. T.	2	638
Bates' Wood-yard	10	111 Rush Bottom	2	640
Hermann	9	120 Winnebago city		
Mouth of Gascon	5	125 N. T.	4	644
Ponnell's Landing	8	133 St. Steph's N.T.	8	652
Portland	8	141 Thos. & Lovell's	11	663
Fisher's Landing	5	146 Hemmies Ldg.	1	664
St. Aubert	5	151 St. Deroin, N.T.	7	671
Smith's Landing	1	152 Louisville, Mo.		
King's Landing	8	160 gan's Island	3	674
Bennett's Landing	2	162 Aspinwall, N. T.	1	672
Mouth of Osage	2	164 Hells, N. T.	1	676
Mouth of Moreau	5	169 S. Fran., N. T.	1	677
Jefferson City	5	174 Nemaha C'y	2	679
Claysville	7	181 Brownville	8	687
Stanley's Wood-yard	7	188 Cooks Rck ldg.	2	706
Marion	3	191 Sonora	6	695
Eureka Landing	5	196 Peru, N. T.	3	698
Martin's Landin	2	198 Lin. & Sid. ldg	8	706
Nashville	7	205 Groveland, N.T.	3	709
Providence	2	205 Hodd's ldg.	8	717
Moore's Landing	2	207 Otos City	2	719
Mount Vernon	3	209 Nebras. C'y	12	731
Rocheport	8	212 Copeland, Ia.	11	742
Boonville	12	220 Wyoming N. T.	3	745
Mouth Lamine	8	232 Liberty	9	754
Arrow Rock	7	240 Rock Bluff	8	762
Lisbon	6	247 Bethlehem, Ia.	4	766
Little Arrow Rock	4	253 Plattsouth	1	767
Bluff Port	8	257 Big Platte riv.	2	769
Glasgow	3	263 Pacific C'y N.T.	1	770
Cambridge	9	266 Laplatte, N. T.	1	771
Keytysville Land-ing	10	275 St. Mary's, Ia.	3	774
Buckhorn Point	0	285 Bellevue, N. N.	5	779
Brunswick	8	285 Council Blfs, Ia.	6	785
Grand River	1	293 Omaha City	12	797
Windsor City	7	301 Florence, N. T.	15	812
Miami	7	302 Esop's Po't	15	827
Thomas' wood-yard	6	309 Cincinnati, Ia.	16	842
Chicken Point	15	316 Desota, N. T.	5	847
Hill's Landing	6	322 Soldier C'k, Ia.	15	862
St. Thos & Waverly	5	336 Cum'gs C'y N.T.	2	864
Dover Landing	13	342 Woodville, N.T.	15	879
Berlin	2	347 Lit. Sioux riv.	15	894
Lexington	10	360 Decatur, N. T.	40	934
Farmville Landing	1	362 Blk Bird Hills	30	964
Wellington	7	372 Oma'a Mis. N.T.	10	974
Camden	10	380 Omadi, N. T.	27	1,001
Napoleon	8	380 Dacotah, N. T.	5	1,006
Fishing River	5	390 Lake Port, Ia.	2	1,008
Sibley	5	398 Sioux C'y, Ia.		
Richfield	14	408 Pacif. C'N.T.		61,013
El Paso Landing	7	422 Cov'ng'n N.T.		
Blue Mill Landing	7	422 Big Sioux Riv.	11	1,014
		429 Lugan, N. T.	10	1,024
		436 St. Johns, N.T.	15	1,089

Liberty	7	443 Aowa Crk, N.T.	60	1,099
Wayne City	7	450 Ponka Ldg.		61,105
Maxwell Landing	2	452 Ionia, N. T.	25	1,130
Randolph	6	458 Vermillion riv.	10	1,140
Kansas	6	464 Conc'd ldg. N.T.	6	1,146
Wyandotte & Kansas River	2	466 St. James Riv.	35	1,181
Quindaro	8	474 Appachee, DT.	2	1,183
Parkville	5	479 Lanier, N. T.	4	1,187
Little Platte river	1	480 Y'nkt'n wig'm,		61,193
Hout's wood yard	6	486 D. T.		61,193
Delaware	10	496 Smut'y Bd. Dt.	12	1,203
Leavenworth City	7	503 Tippioka and		
Fort Leavenworth	2	505 Frank't N.T.	2	1,205
Platte City Land'g	2	507 Bonhom'e Isl'd	10	1,215
Weston	5	512 Collins w'd yd.	12	1,227
St. Helena wood yard	2	512 Tesson, N. T.	15	1,242
Kickapoo	5	519 Baseel Crk. N.T.	1	1,243
Iatan	6	525 Nebraska, N. T.	4	1,247
Port William	4	529 Mouth of Run-		
Sumner	5	534 ning Creek	3	1,250
Atchison	5	534 Ponka Creek	11	1,251
Columbus Landing	3	539 Chouteau Cr'k.	8	1,259
Doiphnan	2	542 Sugar Lf. Bluffs	25	1,288
		544 Fort Randall	8	1,296

Probable Extent of Steam Navigation on the Interior Waters of the United States;

Including the Rivers, Bayous, &c., connected with the Mississippi by Channels Navigable for Steamers. By S. H. LONG, Lt. Col. Corps Top. Engineers.

Mississippi and its Branches, Bayous, &c.		Miles.	Miles.
Mississippi proper	2,000	Spring	50
St. Croix	80	Arkansas	600
Min. or St. Peter's	120	Canadian	60
Chippeway	70	Neosho	60
Black	60	Yazoo	300
Wisconsin	180	Tallahatchie	300
Rock	250	Yalabusha	130
Iowa	110	Big Sunflower	80
Cedar	60	Little Sunflower	70
Des Moines	250	Big Black	150
Illinois	245	Bayou de Glaze	90
Maramec	60	Bayou Care	140
Kaskaskea	150	Bayou Range	40
Big Muddy	5	Bayou La Fourche	60
Obron	60	Bayou Plaquemine	12
Forked Deer	195	Bayou Teche	96
Big Hatchie	75	Grand River	12
St. Francis	300	Bayou Sorrelle	12
White	500	Bayou Chien	5
Big Black	60		

Missouri and Its Branches.		Miles.	Miles.
Missouri proper	1,800	Kansas	150
Yellow Stone	300	Osage	275
Platte or Nebraska	40	Grande	90

Ohio and Its Branches.		Miles.	Miles.
Ohio proper	1,000	Kentucky	62
Alleghany	200	Salt	35
Monongahela	60	Green	150
Muskingum	70	Barren	30
Kanawha	65	Wabash	400
Big Sandy	50	Cumberland	400
Scioto	50	Tennessee	720

Red River and Its Branches, Bayous, &c.		Miles.	Miles.
Red River proper	1,500	Tensas	150
Washita	275	Lake Bistenaw	60
Saline	100	Sulphur Fork	100
Little Missouri	50	Little River	65
Bayou de Arbonne	60	Kiamichi	40
Bay. Bartholomew	150	Boggy	40
Bayou Bœuf	150	Bayou Pierre	150
Bayou Macon	175	Atchafalaya	360
Bayou Louis	30	Lake Caddo	75

Recapitulation.		Miles.	Miles.
Mississippi and its branches, bayous, &c.	7,097		
Missouri and its branches	2,655		
Ohio and its branches	3,192		
Red River and its branches, bayous, &c.	3,630		

Grand total of interior waters navigable for steamers. 16,674
—From a Report to Congress by Col. Albert, 12th January, 1848.

Railways of Great Britain.

(From the Edinburgh Review, April, 1858.)
(Continued from p. 380.)

The Railway Interest published last spring in the "Railway Times," a memorial to the Board of Trade, which purported to detail the existing grievances.

These were as follows:

1. The tendency of Parliament to concede competing or otherwise unnecessary lines of railway.
2. The continued infliction of the passenger tax.
3. The inequitable manner in which railway companies are assessed to the poor rate.
4. The infringement upon the lawful income of railways by the Post Office in carrying parcels.
5. The partial and oppressive manner in which Lord Campbell's Act operates in cases of accident.

We propose to examine briefly the nature and extent of each of these grievances. In the first place, the memorial states:

"It is not our desire that the railway system should be legislatively restricted within its present limits, or that existing shareholders should, by any process whatever, be nominally or practically gifted with a monopoly of the means of railway transit. We should submit to the introduction of new lines of railway whenever called for by absolute necessity, that necessity being evidenced by bona fide subscriptions from the locality represented as desiring additional accommodation. In such cases, however, we consider that the Legislature would only be doing justice to its previous enactments in giving former applicants time to complete their engagements, so that they might be able at the proper time to exhibit their ability and their willingness to consider the wants of the public as well as their own proper remuneration."

The question of competition was very fully discussed in Mr. Cardwell's Committee in 1853; and it was then laid down that no general rules could be framed for the guidance of Parliamentary Committees, but that each case must rest on its own special merits, and hence that the decision must be left to the Committees on the Bills. Since the sitting of that Committee the decisions of Parliamentary Committees have been more uniform than they previously were; but until some fixed principle shall have been laid down upon which the decisions are to be based, railway companies must feel that the value of their property is uncertain, as they will undoubtedly be liable, in many parts of the country, for several years to come, to invasions of their territory by projects for new lines, which must alter the existing relations of traffic.

In speaking of this question, Mr. R. Stephenson says:

"If, instead of leaving the decision of these subjects to inexperienced tribunals, a mixed commission could be organized, of practical men, of acknowledged legal, commercial and mechanical ability, there might be hope for us. What we want is a tribunal upon these subjects, competent to judge, and willing to devote its attention to railway subjects only. We do not impute to Parliament that it is dishonest; but we impute that it is incompetent. Neither its practical experience, nor its time, nor its system of procedure, are adapted for railway legislation. Both Houses, indeed, admit their incompetency, by referring the consideration of every question to select committees. But go into a select committee, and observe how it is composed. Observe the list of subjects committed to it for investigation—including as it does, not only railway bills, but gas bills, water bills, canal bills, navigation bills, drainage bills, and burial bills. It is most unnatural to suppose that such tribunals can be satisfactory to those who have embarked hundreds of millions of money in the greatest enterprises of the age.

"What we ask is, knowledge. Give us, we say, a tribunal competent to form a sound opinion. Commit to that tribunal, with any restrictions you think necessary, the whole of the great questions appertaining to our system. Let it protect private interests apart from railways; let it judge of the desirability of initiatory measures, of all proposals

for purchases, amalgamations, or other railway arrangements; delegate to it the power of enforcing such regulations and restrictions as may be thought needful, to secure the rights of private persons, or of the public; devolve on it the duty of consolidation, if possible, the railway laws, and of making such amendments therein, as the public interests, and the property now depending upon the system, may require; give it full delegated authority over us in any way you please: all we ask is, that it shall be a tribunal that is impartial, and that is thoroughly informed; and if impartiality and intelligence are secured, we do not fear for the result."

We have made this full quotation from Mr. R. Stephenson's address, in order to show what must be assumed to be the feeling of the "railway interest" on this subject; but we must at the same time observe that, although Mr. R. Stephenson is a Member of Parliament, and must be thoroughly conversant with the proceedings in cases of Railway Bills, he has not done justice to the proceedings of Committees of the House of Commons.

We have already shown, that since 1853 the appointment of a General Committee on Railway and Canal Bills has introduced some system into the proceedings of the House, at least with respect to these Bills; and the Committee of Selection has exercised with great care and judgment the duty imposed upon it, of choosing this Committee, from which the chairmen of the Committees on Groups are appointed; and although the want of technical and special knowledge in the members of the Committees may be a subject for regret, yet how could the adjudication of these questions be given to members who possess the knowledge, when those members are mixed up, either as friends or antagonists, in the very speculations upon which the adjudication is required? At the same time there is not one constant tribunal by whom uniform principles can be laid down and adhered to; but each set of bills, in each year, is adjudicated upon by a different committee; and questions of principle have to run the gauntlet of two distinct tribunals, each appointed only for the special occasion,—one in the House of Commons, the other in the House of Lords,—which are both all-powerful to reject or accept unconditionally the actual scheme submitted, but powerless to adopt a middle course, although it might be more advisable.

The radical error of the Houses of Parliament in reference to private bill legislation is, that instead of laying down clearly-defined principles, that is to say, a general law, to guide a tribunal in its adjudication upon the detailed schemes brought before it, they undertake themselves to hear and adjudicate upon the detailed cases.

The principal form which the extension of railway communication takes at the present time is that of the construction of cheap local lines; and it is both for the interest of the public, as well as for that of the railway companies, that every facility should be afforded to their development. We are inclined to think that at least for lines of this description, intended not to interfere with the rights of existing companies, but to form feeders to them, it would be advantageous to constitute a tribunal to act under a general law, somewhat similar to the General Railroad Boards in the United States of America. Such a tribunal would enable the promoters to obtain the necessary powers for acquiring land, and for crossing roads, &c.; and it might also have power, under defined conditions, of approving of working arrangements between companies. It would of course be necessary that the exercise of all authority by such a tribunal should be subject to a revision by Parliament. The decisions of a tribunal so constituted would at least be uniform, whereas the decisions by Parliamentary Committees are almost necessarily as uncertain as if drawn from a lottery.

In considering the history of railway legislation, it is indeed impossible to look back, without humiliation and dismay, at the conduct of Parliament, and, we must add, of many of the statesmen who ought to have guided the decisions of Parliament on those questions. No general principle has ever been consistently adhered to. No general

plan or system embracing the railway communications of Great Britain was ever conceived. Everything has been done piece-meal; every scheme has been alternately opposed by factions or rival interests, and promoted by petty and personal interests. Enormous sums have been wasted in these disputes. Sums not less enormous have been extracted from the pockets of shareholders and the public for wild and worthless purposes. And all this has occurred because (chiefly under the administration of Sir Robert Peel) no resolute attempt was made by the Government to assert some principle of authority, and to rescue railway speculation from the anarchy into which it had been allowed to fall.

The whole blame of this speculation does not, however, rest on the Legislature; and we cannot admit that the ordinary laws which regulate demand and supply were not applicable to railways, had not the operation of these laws been interrupted by disturbing elements. We endeavored to show, on a former occasion,* that the high preliminary and parliamentary expenses which legislation in this country necessitates, make it the interest of lawyers, engineers, and parliamentary agents to get up schemes merely for the sake of the parliamentary campaign, and as a means of livelihood for themselves; and that the cost of passing an Act of Parliament makes those who have obtained one think that they have obtained something which must eventually prove valuable, and which they, therefore, do not like to allow to expire.

2. The second point in the grievances of the railway companies is that of passenger duty. The tax of five per cent. upon the receipts from passengers amounts to about eight per cent. of the net receipts from passengers, as it may be assumed that the cost of a passenger train averages from thirty to forty per cent. of the receipts; but the duty is remitted on parliamentary trains, and also on a large number of excursion trains. The amount of revenue derived from this source has been estimated to be about £300,000. This tax is a relic of the days of stage coaches; even steamboats are exempt from it. It presses heavily on the ordinary shareholders where dividends are small. And in these days, when traveling is no longer the luxury of the few, but is essential to the conduct of many classes of business, there does not appear to be more reason for taxing passengers than for taxing the transport of cattle or merchandise.

3. In the third place, the very heavy amount of rates which railway companies are often compelled to pay on parochial assessments, is a very severe burden upon them. The rates and government duty on English and Scotch Railways are equal to about fourteen per cent. of the net receipts. The law appears to be that a railway shall be rated upon the amount which it is probable that a third party would give in the shape of rent for the railway, and this value is ascertained by taking the gross earnings, and by allowing deductions somewhat as follows, viz.:—A per centage for interest upon the capital invested in the moveable carrying stock; a per centage for tenants' profits upon the same capital; a per centage for the depreciation of the stock; a sum for the cost of conducting the business as carriers; the annual value of stations and buildings rated separately from the railway; and a sum for renewing rails, sleepers, &c.

The question of rating is undoubtedly difficult. On the one hand, the increased value which is given to land by improvements renders it subject to be rated accordingly; on the other hand, by the terms of an Act passed annually, persons are not liable to be rated for the relief of the poor in respect of their ability derived from their stock in trade. Notwithstanding which the present mode of assessment takes, to some extent, the form of an income tax on railways.

But it is not so much the amount of rate which

is objected to by railway companies as the litigation and consequent expense to which this rating gives rise. The railway companies are frequently the largest rate-payers in a parish, and therefore whether they lose or gain their cause, they have to pay the heaviest share of the expense. As an instance of this may be quoted the following cases selected from the "Railway Times" of last year. The Midland Railway occupies twenty-four acres in the parish of North Thurmaston, upon which it pays £8 0s. 6d. per acre, whilst the rate upon the 4,844 other acres in the parish is 4s. per acre. In Syston, the railway occupies seventeen acres, and pays £6 4s. 7d. per acre, whilst upon the remaining 1,731 acres the rate per acre is 5s. 9d. Many other examples are quoted in the same paper. But independently of the general consideration of this question, it appears hard that railway companies should be subjected to so severe a permanent tax for the benefit of the owners of property in those parishes through which their railway passes, as they have been previously made to pay to the landowners very high prices for land and compensation; and they have also greatly increased the value of the land by providing railway communication through it. In a very large number of Canal Acts, Parliament limited the amount of rates to that of the agricultural value of the land as it stood before the canal was made.

4. Carriage of parcels by the Post Office.—It is to be regretted that although the railways are essential to the efficiency of the Post Office, and although the traffic on railways is indirectly benefited by the excellence of postal communication, the Post Office authorities and the railway companies do not appear to work together in a friendly spirit. When railways were first introduced into the country, the authorities of the Post Office were so wedded to their mail coaches that they did not foresee that the railway must infallibly become the highway of the country; they therefore took no precautions to obtain fair terms from the railway companies; and now they complain that the railway companies take advantage of their monopoly, and charge too high a price for the accommodation they give. We do not propose to decide between the parties, but the following are the facts:—The railway companies are obliged to carry the mails, but if they cannot agree with the Post Office upon the amount of remuneration they are to receive, the question is referred to arbitration. Whilst the arbitration is pending, the Post Office makes no payments on account, although in some cases an arbitration has lasted for two or three years. The award, when made, is nominally binding on both parties for a specified number of years; but the Post Office can at any time require a change of service, and thus re-open the question. The conveyance of parcels by the Post Office abstracts a considerable number of parcels from the railway companies. The complete organization which the Post Office possesses over the whole country, especially in the parts remote from railways, gives the Post Office great advantages over the railway companies in competing for this traffic; but, on the other hand, the railway companies have themselves neglected to organize a cheap and complete system of parcel traffic between all the districts to which railways have access. We apprehend that the public would prefer sending their parcels by railway if they felt they could do so cheaply and securely; as the railway company is answerable for the loss of a parcel, whereas the Post Office is not. On the other hand, if public convenience requires that the Post Office should convey parcels, and if by this means it increases its profits, it is but reasonable that the railway companies, upon whom the burden of carrying the extra weight in great part falls, should obtain a share in that profit.

5. Lord Campbell's Compensation Act.—Before this Act passed, railway companies were bound to make good any injuries sustained (through the fault of the companies or their servants) by persons traveling on the railway, but if death ensued no compensation was payable. By Lord Campbell's Act the compensation in case of death was made payable to the relations of the deceased

* See Edinburgh Review, No. 204, October, 1854, an article entitled "Railway Morals and Railway Policy."

person, and this compensation is unlimited in amount. Since the compensation is calculated in proportion to the money, loss sustained, the death by a railway accident of a bishop, or of a judge, or of a professional man in receipt of a large life income, would entail upon the company a very heavy loss. If it had happened that in the accident at Reigate last spring the Bishop of Oxford (who was a passenger in the injured train) had been killed, the damages would probably have been such as to have affected the Brighton company very severely; or if the same accident had occurred upon the line of its poor neighbor the Caterham Railway Company, whose share capital is £30,000, the result must have been total annihilation. Sydney Smith had some prophetic idea of this enactment in his mind, when he said that railway companies would not provide for the safety of passengers until they had killed a bishop. Persons whose death would entail so heavy a loss, or indeed the annihilation of a small company, do not, however, pay any higher rate of insurance when traveling than other passengers.

The railway companies desire that the limitations imposed on losses incurred by ships or in the transport of merchandise or valuable animals, should be extended to passengers. Any alteration of the law must of course be applicable to all cases where injury or death from negligence has ensued; and there would be some difficulty in laying down a definite principle upon which a limited assessment should be made. Moreover, the public know that they must travel by railway; that the railway companies possess a complete control of the management; that when accidents have occurred, inquiries are hushed up; and that, although in nine cases out of ten the so-called accident is attributable to defective management, instead of the defects being remedied, some unfortunate, and comparatively innocent, servant is punished. Hence, in the absence of publicity as to the causes of railway accidents, in the absence of punishment for defective management, or for the use of unsafe vehicles or roads, the public prefer to hold fast to the strong inducement to good management, which they conceive to be afforded by the chance of a heavy pecuniary penalty in case of accident.

(To be continued.)

Baltimore and Ohio Railroad.

PRESENTATION OF MEDALS TO EMPLOYEES.

Several months since, the Board of Directors of the Baltimore and Ohio Railroad determined to make some suitable acknowledgement of their high regard and appreciation of the valued services rendered the company by a number of its employees, on the occasion of the disturbances and riotous proceedings which occurred on the line of the road in the month of May, 1857. Accordingly, a committee was appointed for the purpose of carrying into effect the action of the Board. At the regular Board meeting on the 7th, the committee submitted a report stating that they had carried out the action of the Directors, and the medals were ready for presentation.

John W. Garret, Esq., on the part of the committee, made an address in which he reviewed the origin and history of the troubles which led to the strike, and presented to the President the men to whom medals were awarded. He concluded as follows:

It is most sincerely hoped that similar outrage and violence will never hereafter occur in the annals of the Baltimore and Ohio road, but should so unfortunate a course be again pursued on any occasion, the precedent of punishment for the guilty and reward for the faithful may now be regarded as firmly established.

Nor is there novelty in the principle on which the Company acts in this instance. The great feature of the practical success in the conduct of the Baltimore and Ohio road, that which has made its service the leading school for railroad education in the United States, has been its system of rewarding merit, the excellent doctrine of promotion for meritorious service, experience, skill, and ability, as they may be developed in every grade and branch of its employment.

Thus, the humblest rank may furnish the principal officers of the company, thus the apprentice in the machine shop, the fireman and the brakeman may become masters and superintendents, and also fill the most important positions in the service of other roads.

Strict adherence to this republican and invaluable system, will, without doubt, continue to be the inflexible policy of the Baltimore and Ohio Railroad Company.

I have now, sir, the pleasure of introducing to you, individually, those to whom these medals are to be presented, viz:

GOLD MEDALS.

For Conductors:—Augustus P. Shutt, John Jamison, Jr., George A. Rawlings, Samuel Barnes, Solomon Bast.

SILVER MEDALS.

For Conductors:—George Walling, Joel Covell, Evan Dorsey, John Sanford Lemmon, Philip Thos. Turfield, Joseph Bascom Thompson, Robert Coppage Hewitt, Samuel Hobbs, Jerry Morgan, Chas. Miller, William Henry Russell, Frank Warren Meese, James Turley, Clement Wheeler, Francis Alexander Berger, John Henry Kidwell, John Edwards, Henry Fonner, Madison Henry Pascal, John William Dalgarn, Henry Clay McAllister, Samuel Suter, Thomas Rusier, James Thomas Ball, Solomon Conway, William Jenkins, George Buxton, Samuel Evans, Gideon Granger Frethy, George W. Stoddard, Mahlon Scott Holmes.

For Brakesmen:—James Brown, James Spero, Jacob Harrison, Ephraim Smith, Albert Rooney, Van Buren Blake, Thomas John English, George W. Richardson, James Hammer, Thomas Narrell, Joseph Earson.

For Enginemen:—James McCurdy, John Thos. Woodall, John Nicholas Hands, Louis Allowidge Mitchell, Robert Davis, Henry Zepp, Lewis Crawford, Zachariah Hackett.

For Firemen:—Henry Jacob Smith, John James Thrift, Joseph Francis Sansbury, Wm. Evan Henshaw.

The President, Chauncey Brooks, Esq., expressed his gratification at the opportunity of testifying to the merit of men who have proved so faithful and of presenting them with the medals.—Mr. Shutt, on behalf of the conductors, acknowledged their obligations to the company for their liberal course, and at the conclusion of his remarks John H. B. Latrobe, Esq., addressed the Board as follows:

GENTLEMEN—I have been asked by the Enginemen and Firemen, to whom the medals just presented were awarded, to appear in their behalf.—They understand that this is no ordinary occasion, and they distrust their untrained ability of speech to do their feelings justice. They have wronged themselves in their modesty. Brave men, such as these have proved themselves to be, men who ran the gauntlet of an angry mob, amid volleys of musketry, in the performance of their duty, could scarcely be otherwise than eloquent in the highest sense of the term, however few their words, in expressing their thanks to those who have appreciated and awarded them.

But as they have thought otherwise, I must, on their behalf, assure the Board of Directors, that in the simple act of running their engines regardless of assault, on the occasion in question, they anticipated neither regard nor commendation. They did what they thought become them, as honest men and good citizens, in their own plain direct way. They consulted merely their own actions of right and wrong—and better notions none could have—which have left them no alternative but to vindicate the law by personal example, even at the peril of their lives, against the violence that would have trampled it under foot. That their conduct in this respect has met the approbation of the company, is most grateful to them; and I am particularly requested to declare that the medals which they have received will be carefully preserved, not only for the sake of what they especially commemorate, but also as a proof, that if there is no relation in life which does not involve responsibilities, so there is no duty which if honestly performed will not bring its grateful and honorable rewards.

Upon the conclusion of Mr. Latrobe's admirable speech, the Treasurer of the Company, I. Z. Atkinson, Esq., then called the list of names and the medals were presented as each party advanced to receive them. They were all manufactured at the establishment of Mr. Jacob Seeger, and are most beautifully designed and executed. They are about two and a half inches in diameter, and one side contains a representation of a train of cars passing over a viaduct encircled by the words, "Awarded by the Baltimore and Ohio Railroad Company for faithful service. The reverse contains a wreath of laurel and oak, with the following inscription:—"Awarded to ——— for adherence to duty in May, 1857."

The whole number of medals was fifty-eight, and the recipients present about forty—the remainder being prevented from appearing on account of duties upon the road. Advancing into the room of the Board, all the company present respectfully arose, and continued standing until the interesting ceremony was completed. These memorials of faithful service will doubtless be highly prized, and the whole affair, creditable to all concerned, can scarcely fail in creating a moral influence.—*Abridged from the Baltimore American.*

Edgefield and Kentucky Railroad.

At the annual meeting of the stockholders of the Edgefield and Ky. R. R. Co., held on 31st ult., E. S. Cheatham, John Shelby, A. Ewing, E. P. Connell, N. Hobson, E. A. Fort, and Dr. T. Menees were unanimously re-elected Directors for the ensuing year, and at a meeting of the Board yesterday, E. S. Cheatham was unanimously re-elected President, W. B. A. Ramsey Secretary and Treasurer, and A. Anderson Chief Engineer.

We are glad to see that the services of this able Board of Directors has been secured for another term to this important enterprise, and that there is to be no change in the official management. The compliment of a re-election was never more fitly bestowed than upon the able President of the road, Col. Cheatham, whose peculiar fitness for so difficult and important a position is universally acknowledged. In spite of the recent financial panic, the business of this road has progressed steadily, the estimates have all been promptly met, and no obstacle, however formidable, has been strong enough to oppose the energy and determination of its President and his coadjutors. The Secretary and Treasurer, Col. W. B. A. Ramsey, and the accomplished and laborious Chief Engineer, Mr. Anderson, are officers well fitted in every respect for their positions.

From the reports of the officers submitted to the stockholders, we are gratified to learn that the iron for the first thirty miles has all been purchased, and will be in the course of arrival during the present month, and the laying of track will commence during the month of May, and will probably be completed to Springfield during the fall. The entire line of road to the State line will be completed during the summer of 1859.—*Nashville Banner, 3d.*

Terre Haute, Alton and St. Louis Railroad Company.

At the annual election of Directors of this company, held at Shelbyville, on the 7th, the following named gentlemen were elected, viz: Messrs. Edwin C. Litchfield, James A. Rayner, John Stryker, James Barnes, E. B. Litchfield, Robert Christie, Jr., C. Murdock, P. C. Huggins, S. W. Moulton, W. E. Bacon, Samuel Wade, Edward Freeman and Charles Sumners. At a subsequent meeting of the Board, Edwin C. Litchfield, Esq., was elected President, and James A. Rayner, Vice President.

These gentlemen are all identified with the railroad interests of the West, and there is every assurance that, under their management this road will lose none of its present popularity. Many new improvements, adding to the general comfort of the traveler, and to transportation facilities, have been suggested and will meet with immediate attention.—*St. Louis Republican.*

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par value of \$100.

NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	
Atlantic & St. Lawrence	149	2,494,900	3,482,000	6,591,829	576,488	107,687	6	---	Brunswick and Florida, Ga.	30	151,887	463,648	538,649	In progr.	---	---	---	---
Androscog. & Kennebec	66	511,162	1,546,840	2,218,316	296,908	107,687	6	---	South. Western	92	1,390,100	441,292	1,716,731	365,214	199,897	8	---	---
Kennebec & Portland	72	1,107,526	1,763,738	2,871,264	218,255	---	---	---	Tennessee and Alabama	30	369,754	628,889	679,908	53,776	29,406	---	---	---
Port., Saco, & Portland	61	1,396,400	---	1,369,873	283,717	120,809	6	95	Tennessee and Mississ.	59	70,928	468,384	1,189,662	113,802	87,210	---	---	---
Boston, Concord, & Montreal	93	1,809,032	1,104,586	2,843,977	324,767	174,025	16	---	Memphis and Charleston	237	2,228,177	3,496,288	5,672,470	642,022	334,604	---	---	---
Cheshire	53	2,085,926	899,813	3,179,687	355,829	113,077	5	---	Mobile and Ohio	224	6,784,829	2,066,459	10,701,428	564,882	278,428	---	---	---
Concord	36	1,500,000	8,242	1,412,678	317,050	125,664	44	---	Miss. Central	188	642,634	---	628,303	264,255	150,789	---	---	---
Northern, N. H.	82	3,068,400	346,608	3,068,400	418,032	189,430	47	---	Southern (Miss.)	82	1,000,000	1,400,000	2,400,000	284,178	127,460	---	---	---
Concord & Passumpsic Riv.	90	1,000,000	800,000	1,784,146	177,588	73,401	---	---	N. O., Opelousas & G. W.	80	2,800,000	750,000	3,577,528	189,003	---	---	---	---
Rutland & Burlington	122	2,238,376	4,168,369	4,575,896	384,125	177,588	---	---	N. O., Jackson & N.	130	4,035,900	1,816,610	3,600,000	---	---	---	---	---
Vt. Central & Vt. & Canada	117	6,350,000	5,283,299	9,782,055	808,328	171,553	---	---	Vicksburg, Shreveport & Tex.	20	851,293	4,447	831,621	227,363	104,992	---	---	---
Boston and Lowell	26	1,830,000	438,920	2,112,251	317,895	160,570	---	---	East Tennessee and Ga.	111	1,192,974	1,738,669	2,708,428	61,314	39,062	---	---	---
Boston and Maine	74	4,076,974	60,000	4,270,281	849,660	367,477	---	---	East Tennessee and Va.	43	626,075	1,728,664	3,208,138	481,421	219,287	---	---	---
Boston and N. Y. Central	74	2,240,300	1,678,589	3,899,144	584,176	245,194	---	---	Nash. and Chattanooga	159	2,263,906	1,626,992	3,896,703	641,652	220,906	---	---	---
Boston and Providence	44	4,600,000	599,974	4,843,770	1,019,149	388,618	---	---	Covington & Lexington	98	1,834,580	3,065,917	4,091,604	426,408	46,719	---	---	---
Cape Cod	47	681,690	291,007	1,081,625	122,960	39,899	---	---	Lexington and Frankfort	29	430,055	166,899	596,954	65,807	---	---	---	---
Connecticut River	50	1,591,110	275,772	1,801,244	267,710	65,096	---	---	Lexington and Danville	13	694,444	71,000	765,500	243,035	110,440	---	---	---
Eastern, Mass.	60	2,683,400	2,674,136	4,687,435	177,869	321,943	---	---	Louisville and Frankfort	65	698,236	669,061	1,367,297	171,257	---	---	---	---
Fitchburg	67	3,540,000	100,000	3,872,821	668,974	250,838	---	---	Atlantic & Gt. Western	254	866,939	77,294	613,231	395,850	171,257	---	---	---
N. Bedford and Taunton	21	500,000	---	541,686	168,925	27,827	---	---	Bellefontaine and Ind.	118	1,881,649	1,247,500	2,938,851	1,149,741	514,740	9	92	---
Old Colony and Fall River	77	3,015,100	280,100	3,362,949	683,357	305,140	---	---	Clev., Col., and Cin.	141	4,746,220	1,904,000	6,752,320	736,272	396,986	10	---	---
Vermont and Mass.	69	2,232,541	1,019,148	3,241,975	240,133	52,267	---	---	Cleveland and Toledo	200	2,675,42	3,739,207	6,997,920	403,212	181,688	10	---	---
Western, Mass.	156	5,160,000	5,839,090	10,496,906	2,117,982	889,763	7	108	Clev. and Mahoning	65	2,780,744	3,043,992	6,258,533	681,877	309,518	---	---	---
Worcester and Nashua	46	1,141,000	205,565	1,351,271	216,888	82,720	4	44	Clev. and Pittsburg	133	3,000,000	1,495,548	3,955,280	1,251,538	581,454	15	---	---
Providence and Worcester	43	1,510,020	300,000	1,781,048	344,773	158,044	7	85	Cin., P. & Ashtabula	95	3,000,000	1,495,548	3,955,280	1,251,538	581,454	15	---	---
Hartford and N. Haven	72	2,366,000	944,000	3,624,181	769,065	317,895	10	19	Cin., Hamilton & Dayton	60	2,155,900	1,626,992	3,130,316	487,421	260,763	---	---	---
Hartford, Prov. and Fishkill	122	1,941,340	2,375,274	4,202,616	387,895	166,162	---	---	Cin., Wilm. & Zanesville	131	1,761,749	2,687,432	5,320,271	221,792	---	---	---	---
Housatonic	74	2,000,000	423,885	2,438,747	317,895	109,344	---	---	Columbus and Xenia	55	1,490,450	149,000	1,682,475	403,212	181,688	10	---	---
N. Bedford and Taunton	62	3,000,000	2,832,071	5,519,580	854,995	254,569	3	---	Dayton, Xen. & Belpre	63	437,838	422,658	860,496	In progr.	---	---	---	---
N. Haven and N. London	50	738,258	761,462	1,450,318	88,007	30,318	---	---	Dayton and Michigan	140	1,076,602	893,011	1,185,826	In progr.	---	---	---	---
N. London, W. & Palmer	66	1,122,300	903,519	2,598,671	323,115	98,921	---	---	Dayton and Western	35	310,000	700,481	1,035,173	125,940	65,253	---	---	---
Norwich and Worcester	32	439,005	1,625,098	1,840,695	117,716	9,904	---	---	Eaton and Hamilton	42	454,690	904,489	1,156,136	171,929	65,000	---	---	---
Albany Northern	35	643,330	317,359	974,323	In progr.	---	---	---	Little Miami	65	2,981,282	1,266,000	3,925,157	806,424	363,376	75	---	---
Black River and Utica	100	1,487,871	1,501,183	2,819,096	172,476	66,333	---	---	Mad River and L. Erie	205	2,697,090	3,368,006	6,065,090	---	---	---	---	---
Buffalo, Conn. and N. Y.	92	798,439	2,537,849	3,401,868	288,392	31,896	---	---	Central Ohio	138	1,626,866	5,191,877	4,421,908	712,213	134,871	---	---	---
Buffalo and N. Y. City	99	1,300,000	1,040,000	2,494,364	67,750	355,703	10	---	Pittsb. Ft. Wayne & Chicago	383	5,994,144	7,844,827	11,718,511	1,111,626	662,117	9	21	---
Buffalo and Elmira	47	434,111	922,393	1,275,796	174,089	69,506	---	---	Pittsb. Mayv. & Cin.	50	371,350	31,000	390,938	328,968	164,479	---	---	---
Canandaigua and Niagara F's	99	1,315,000	2,279,854	3,496,832	---	---	---	---	Sandry, Mans. & Newk	127	1,350,000	2,206,357	3,552,357	328,968	164,479	---	---	---
Canandaigua & Saratoga	35	687,000	606,689	1,187,562	135,433	48,649	---	---	Scioto & Hocking Valley	56	408,975	609,050	888,858	In progr.	---	---	---	---
Cayuga & Saratoga	144	8,738,466	9,250,362	12,737,898	1,902,828	688,580	27	---	Springf., Mt. Vernon & P.	113	1,000,000	950,000	---	In progr.	---	---	---	---
Hudson River	95	3,000,000	647,193	2,655,986	325,113	56,186	11	---	Tol., Wash. & St. Louis	242	2,965,100	7,577,500	10,542,600	Recently opened.	---	---	---	---
Long Island	56	24,186,661	14,007,510	30,616,815	8,027,251	3,573,736	8	82	Cin., Log. and Chicago	255	4,196,679	1,006,125	2,080,433	In progr.	---	---	---	---
New York Central	164	11,717,100	28,091,463	34,469,324	6,742,607	1,454,082	10	---	Evansville & Crawfordsv.	109	989,061	1,207,872	2,158,713	249,868	124,140	---	---	---
New York and Erie	138	5,117,100	4,822,498	8,758,203	1,040,393	324,891	---	---	Ind. and Cincinnati	88	1,686,809	1,664,584	3,029,989	491,745	254,622	7	---	---
New York and Harlem	118	1,633,022	4,406,874	6,470,714	620,153	135,764	---	---	Indiana Central	66	612,350	1,261,179	1,909,911	296,189	204,685	---	---	---
Northern, N. Y.	85	803,130	218,025	753,031	149,373	78,764	---	---	Ind., Clev. & Pittsburg	83	826,825	1,001,900	1,912,402	296,846	136,665	---	---	---
Oswego and Syracuse	29	467,200	294,189	749,683	In progr.	---	---	---	Jeffersonville	66	1,014,252	694,000	---	206,544	94,318	---	---	---
Pottsdam and Watertown	25	610,000	140,000	896,423	241,149	82,600	7	---	Madison and Indianapolis	87	1,647,700	1,336,816	1,205,000	280,214	118,628	---	---	---
Rensselaer & Saratoga	45	500,000	395,600	719,909	21,089	---	---	---	New Albany and Salem	288	2,535,121	6,281,848	6,643,189	645,827	371,402	---	---	---
Saratoga and Whitehall	80	768,869	1,578,804	2,277,772	159,484	22,503	---	---	Peru and Indianapolis	73	---	868,314	---	160,000	90,000	---	---	---
Syracuse & Bingham'n	27	437,830	737,079	1,109,822	156,383	55,184	---	---	Terre Haute and Ind.	73	1,361,450	2,005,125	1,585,809	481,272	206,079	10	---	---
Troy and Boston	97	1,560,000	700,979	2,260,979	440,290	162,037	3	63	Chicago and Rock Is'd	182	5,248,000	1,734,318	6,628,272	1,886,196	850,039	73	---	---
Belvidere and Rome	64	1,000,000	1,619,000	2,644,000	213,393	114,632	---	---	Chicago, Burl. and Quincy	146	2,911,810	3,681,590	4,042,370	1,882,219	968,831	20	---	---
Watertown Delaware	94	8,000,000	11,407,200	8,794,096	1,040,787	594,114	12	130	Chic., St. Paul & F'd du Lac	178	2,300,000	1,325,000	3,625,000	In progr.	---	---	---	---
Osborne and Amboy	60	3,485,000	1,650,854	1,738,171	117,889	45,542	---	---	Galena and Chicago	259	6,023,800	3,899,015	9,395,455	2,315,798	1,192,042	22	85	---
Hamden and Atlantic	30	3,482,850	788,844	3,660,017	911,617	594,951	10	130	Illinois Central	704	6,556,435	20,317,922	25,437,669	2,993,965	565,972	85	---	---
New Jersey	63	2,000,000	3,692,828	5,621,829	682,940	367,193	---	---	Peoria and Okawuka	181	1,569,889	2,200,000	6,400,000	In progr.	---	---	---	---
New Jersey Central	53	1,157,805	352,500	1,652,927	245,686	86,250	6	---	Ohio & Miss. (Wat. Div.)	147	1,780,295	3,292,403	4,870,586	Recently opened.	---	---	---	---
Morris and Essex	44	1,637,887	342,564	1,988,317	Recently opened.	---	---	---	Terre Haute, Alt. & St. Louis	208	3,110,650	4,450,802	7,496,716	688,476	305,348	---	---	---
Allegheny Valley	43	1,700,000	1,940,000	3,640,000	219,253	62,450	---	---	Detroit and Milwaukee	185	638,000	1,128,964	1,966,969	In progr.	---	---	---	---
Oatway, W. & Erie	52	1,149,400	51,103	1,266,675	188,134	61,583	---	---	Mich. Central	282	6,058,092	7,287,387	11,848,957	3,104,602	1,231,708	10	55	---
Cumberland Valley	170	3,292,772	6,194,561	8,013,761	185,768	410,139	6	24	Mich. South'n & N. Ind.	475	8,876,400	10,459,68	19,336,042	2,309,487	544,311	---	---	---
Del. Lack. & Western	20	600,000	150,000	750,000	---	---	---	---	Green Bay, Mil. & Ch.	155	764,075	4						

Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are ex-interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$838,000	1st mortgage, convertible	7	1st Jan. 1st July	N.Y.	1872	85	85
Buffalo and State Line	600,000	Do. Do. convertible	7	April, October	"	1866	89	85
Bellevue and Indiana	600,000	Do. Do. convertible	7	Jan'y, July	"	1866	85	85
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1868	85	85
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August	"	1869	85	85
Central Ohio	1,250,000	1st mort. conv. east. sec.	7	Divers	"	1861-64	63	70
Do. do.	800,000	2d do. convertible	7	March, Sept.	"	1865	54	58
Cincinnati, Hamilton, and Dayton	600,000	1st mortgage convertible	7	20 Jan. 20 July	"	1867	85	85
Do. do.	465,000	2d do. Do.	7	May, Novemb.	"	1880	75	75
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1862	7	Jan'y, July	"	1868	85	85
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. Do. convertible	7	May, Novemb.	"	1862	90	95
Cleveland, Painesville, and Ashtabula	667,000	Do. Do. convertible	7	Feb'y, August	"	1861	90	70
Cleveland and Pittsburgh	800,000	Do. Do. convertible	7	Feb'y, August	"	1860	60	75
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1873	80	86
Cleveland and Toledo	525,000	Do. Do. convertible	7	Feb'y, August	"	1862-72	69	69
Chicago and Mississippi	800,000	conv. till 1857	7	April, October	"	1862-72	69	69
Do. do.	1,200,000	Do. Do. convertible	7	April, October	"	1867	62 1/2	70
Covington and Lexington	400,000	Do. Do. Do.	7	March, Sept.	"	1863	80	80
Do. do.	1,000,000	2d mortgage, convertible	7	April, October	"	1875	74	76
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, Do.	7	March, Sept.	"	1891	80	80
Florida Freehold	1,500,000	Do. not convertible	7	Jan'y, July	"	1873	97	98
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Feb'y, August	"	1863	88	89
Gaines and Chicago	2,000,000	Do. Do. convertible	7	May, Novemb.	"	1875	88	89
Do. do.	2,000,000	2d mortgage, Do.	7	April, October	"	1868	87 1/2	93
Great Western (Illinois)	1,000,000	1st mortgage, Do.	10	April, 10 Oct.	"	1863	80	80
Green Bay, Milwaukee, and Chicago	400,000	Do. Do. convertible	7	April, October	"	1873	90	90
Jeffersonville	300,000	Do. 2d sec. conv.	7	May, Novemb.	"	1866	70	80
Indiana Central	600,000	Do. Do. convertible	7	Jan'y, July	"	1860-61	82 1/2	82 1/2
Indianapolis and Bellefontaine	450,000	Do. Do. Do.	7	March, Sept.	"	1866	70	80
Indianapolis & Cin'ti (for Lawb. & U. M.)	500,000	Do. conv. till 1857	8	May, Novemb.	"	1874	63	64
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	8	Feb'y, August	"	1865	79	82 1/2
Lake Erie, Wabash, and St. Louis	\$4,400,000	Do. Do. conv. till 1859	7	2 May, 2 Nov.	"	1863	95	96
Little Miami	1,500,000	Do. Do. conv.	8	April, October	"	1860	93	97
Michigan Central	1,000,000	No mortgage, convertible	8	March, Sept.	"	1869	80	86
Do. do.	600,000	Do. Do. Do.	8	Jan'y, July	N.Y.	1862	85	85
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8	April, October	"	1863	77	80
Do. do.	650,000	Do. 2d do. 1858	8	June, Decemb.	"	1877	80	80
Do. do.	1,250,000	Do. 3d do. 1860	10	April, October	"	1858-62	90	90
New Albany and Salem	500,000	Do. 1st section	8	May, Novemb.	"	1864-75	80	80
Do. do.	2,325,000	Do. oth. sec. con. till 1858	8	Jan'y, July	"	1873	80	80
Northern Cross	1,200,000	1st mortgage, convertible	7	Feb'y, August	"	1867	70	70
Ohio and Indiana	1,000,000	Do. Do. Do.	7	Jan'y, July	"	1865-66	65	65
Ohio and Pennsylvania	1,750,000	Do. Do. Do.	7	April, October	"	1872	88	88
Do. do.	2,000,000	Income, convertible	7	Jan'y, July	Phila.	1880	97 1/2	97 1/2
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1860	6	Feb'y, August	N.Y.	1875	80	80
Racine and Mississippi	680,000	Do. conv. sink'g f'd	7	May, Novemb.	"	1861	80	80
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7	Jan'y, July	"	1865	80	80
Steubenville and Indiana	1,500,000	Do. Do. convertible	7	March, Sept.	"	1866	80	80
Terre Haute and Indianapolis	600,000	Do. Do. Do.	7	Feb'y, August	"	1862-77	60	68
Terre Haute and Alton	1,000,000	Do. Do. Do.	7	Feb'y, August	"	1862-77	60	68

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875	81 1/2	82
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1858	7	10 Jan. 10 July	N.Y.	1870	97	98
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	92	99
Do. do.	4,000,000	2d mortgage, convertible	7	March, Sept.	"	1869	92	93 1/2
Do. do.	6,000,000	3d mortgage	7	March, Sept.	"	1863	77	78
Do. do.	6,000,000	4th mortgage, not convertible	7	April, October	"	1880	63	64
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August	"	1875	40	41
Do. do.	4,351,000	Convertible, Inscription	7	Feb'y, August	"	1871	30	39
Do. do.	3,500,000	Convertible	7	Jan'y, July	"	1862	30	39
Hudson River	4,000,000	1st mortgage, Inscription	7	Feb'y, August	"	1869-70	102	102 1/2
Do. do.	2,000,000	2d do. Do.	7	16 June, 16 Dec.	"	1860	92	92 1/2
Do. do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870	65	66
Illinois Central	17,000,000	Mortgage, inconvertible	7	April, October	"	1875	87	87 1/2
Do. (Free Land)	8,000,000	M'ge 345,000 acrs-priv. 7 shars	7	March, Sept.	"	1860	94 1/2	95
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	May, Novemb.	"	1861-72	81	82
New York and Harlem	1,800,000	Do. Do. Do.	7	June, Decemb.	"	1858-60	90	91
New York and New Haven	750,000	No mortgage, Do.	7	Jan'y, July	"	1873	90	94
New Haven and Hartford	1,000,000	1st mortgage, Do.	6	Feb'y, August	"	1861	80	88
Northern Indiana	1,000,000	Do. Do. Do.	7	Feb'y, August	"	1868	66	67
Do. Goshen Branch	1,500,000	Do. Do. Do.	7	Feb'y, August	"	1863	80	91
New York Central	8,287,000	No mortgage, Do.	6	May, Novemb.	"	1864	103	104
Do. do.	3,000,000	Non'ge conv. from June 57-59	7	15 June, 15 Dec.	"	1866	108	108
Panama, 1st issue	900,000	Convertible till 1856	7	Jan'y, July	"	1866	90	91
Do. 2d do.	1,478,000	Do. till 1858	7	Jan'y, July	Phila.	1860	74	75 1/2
Reading, issued 1844, '48, '49	1,300,000	Mortgage, inconvertible	6	Jan'y, July	"	1870	67	68 1/2
Do. do. 1849	3,469,000	Do. convertible	6	April, October	"	1886	67	68 1/2

CITY SECURITIES.	Int't payable.	Off'd	Asked.	CITY SECURITIES.	Int't payable.	Off'd	Asked.
New York, 5 per ct. 1868-'60	94	94	94	Milwaukee, 7 per ct. coup.	X	Divers	70
Do. 8 do. 1870-'75	90	90	90	New Orleans, 6 per ct. cp. R.R.	X	Do.	60
Do. 6 do. 1868	101	101	101	N. Orleans, 6 per ct. cp. municip.	X	Jan'y, July	80
Do. 6 do. 1890-98	91	91	91	Philadelphia, 6 per ct. 1876-'98	X	Jan'y, July	84 1/2
Albany, 6 per ct. coup. 1871-'81	97	97	97	Pittsburgh, 6 per ct. coup.	X	Divers	60
Allegheny, 6 per ct. coup.	X	70	70	Quincy, 8 per ct. coup.	X	Jan'y, July	60
Baltimore, 6 per ct. 1870-90	X	94 1/2	96	Racine, 7 per ct. coup.	X	10 Feb'y, Aug.	80
Boston, 6 per ct. coup.	X	100	100	Rochester, 6 per cent. coup.	X	Divers	90
Brooklyn, 6 per ct. coup. Long X	X	99	99	St. Louis, 6 per ct. coup.	X	Do.	82 1/2
Over'd, 7 per ct. W.V. 1879 X	X	100	100	Do. Do. Municipal	X	Do.	83
Cincinnati, 6 per ct. coup.	X	82 1/2	82 1/2	Sacramento, 10 p. ct. cp. 1862-'74	X	Do.	55
Chicago, 6 per ct. coup. 1873-'77 X	X	85	86 1/2	S. Francisco, 7 p. ct. cp. 1866, pay. N.Y.	X	May, Novemb.	60
Do. 7 per ct. coup. 1880 X	X	88	88	Do. 10 p. ct. cp. 1871 X	X	Do.	96
Detroit, 7 per ct. cp. W.V. 1873-'78 X	X	100	100	Do. 10 do. pay. N.Y. X	X	Jan'y, July	60 1/2
Dubuque, 6 per ct. cp. Long X	X	100	100	Do. 6 per ct. pay. N.Y. 1873 X	X	Do.	60 1/2
Jersey City, 6 p. ct. cp. W.V. 1877 X	X	100	100	Washington, 6 per ct. coup.	X	Divers	40
Keokuk, 6 per ct. cp. 1860-'68 X	X	69	70	Do. 6 p. ct. cp. Min. 1874 X	X	March, Sept.	81 1/2
Mumfries, 6 p. ct. cp. 1862 X	X	64	64	Do. 6 p. ct. cp. Min. 1874 X	X	April, October	87

Cincinnati Stock Sales.

BY HEWSON & HOLMES.

BONDS.

For the week ending June 9, 1888.

\$51,000 Gov. & Lex., 7 per cent. 2d Mort.	50
6,000 Gov. and Lex., 7 per cent. 3d Mort.	85
6,000 Indianap. & Cin., 2d Mort. 7 per ct.	73
3,000 City of Cin., 6 per ct. Water Loan, and int.	90
6,000 Cin. Ham. & Dayt., 7 per ct. 1st Mort., and int.	83
3,000 Ohio & Miss., Construction, 7 per ct. 2d Mort.	25
1,000 Columbus & Xenia, 7 per cent. Dividend, due in 1890	90
4,000 Indiana Central, 10 per cent. 2d Mort. and int.	75
2,000 Town of Perrysburg, Wood Co., Ohio, 6 per ct.	50
1,000 Hamilton Co., Ohio, 6 per cent.	85

STOCKS.

100 Shares Little Miami (with Div.)	80
150 " Ohio and Mississippi	5
20 " Cin., Ham. and Dayton,	40

Extract from Marie & Kan's Money Circular for the European Steamer of June 16th.

[TRANSLATED.]

NEW YORK, Monday, June 14, 1888.

Our last advices were to the 8th inst. The decline in Railroad Shares, which was then going on, continued to make rapid progress until the 10th. The next day, the heavy depression having brought in the public as buyers, there was a marked recovery in prices, with a livelier movement than had been witnessed for several weeks past. This tendency was further strengthened by the re-assuring tone of the last advices from Europe, received per Nova Scotia, via Cape Race, with Liverpool dates to the 2nd inst. The market this afternoon, however, closes with a slightly downward tendency.

Investment Stocks have again improved, and we note a rise of 2 per cent. on several State bonds. The latter, with the exception of Missouri, are becoming rather scarce of supply. The money market is still under the effects of a superabundance of unemployed capital, and the rates of interest seem tending toward even lower points.

STATE STOCKS have advanced, with a few offering; sales moderate, but steady. Virginias have risen $\frac{1}{2}$ per cent, Missouri $\frac{1}{4}$, Tennessee $\frac{1}{2}$, California 7s, old issue, $\frac{1}{4}$, do. new issue 1, Ohio, 1860, $\frac{1}{2}$, do. 1886 $\frac{3}{4}$; Louisianas are scarce and in demand at 93, Indiana 5s do. at 90, and Michigan at 101 $\frac{1}{2}$; North Carolina sells at 96 $\frac{1}{4}$.

CITY AND COUNTY BONDS—There has been a steady demand for St. Louis City 6s at a further advance of $\frac{2}{3}$ per cent. Louisville 6s have also gone up $\frac{1}{2}$ per cent. with sales at the advance; Chicago 6s, sales at former prices; and Brooklyn 6s at 1 per cent. advance.

MARIE & KANZ.

Extract from De Coppel & Co.'s Money Circular for the European Steamer of the 16th June.

[TRANSLATED.]

NEW YORK, Monday, June 14, 1888.

The continued abundance of money has manifested itself during the week by a further rise in prices of State Stocks. Speculative shares have been active at fluctuating prices. At the date of our last advices the market was laboring under a decline produced by accounts of damages to different railroads by heavy rains in the West; the same cause continued to effect the market for the two following days, but a re-action then took place and our present quotations show an advance on those of last week. The interest attached to the English Search question has not diminished, but the excitement has, and the affair, no longer creating the same apprehension, seems to exercise less influence on our market than local causes. In State Stocks there has been a marked rise. Missouri 6s advanced $\frac{1}{2}$; Tennessee 6s, $\frac{2}{3}$; Virginia 6s, $\frac{1}{4}$; North Carolina 6s, $\frac{1}{2}$; Indiana 5s, 1; and California 7s, (old issue), 1 per cent.; Ohio 6s are held at higher higher figures, some 5s reimbursable, 1865, were sold at 92 ex-int. 1st July.

City and County Bonds have been rather quiet, but prices have an upward tendency. We note sales of St. Louis 6s, Louisville 6s, Brooklyn 6s and St. Louis County 7s, (School Fund), at 90. Railroad Bonds have generally declined, especially Erie unsecured Bonds. New York Central 6 and 7 per cent. Bonds are well held. Some Delaware, Lackawanna and Western 1st mortgage 7s were sold

at 75, a rise of 4 per cent. Railroad Stocks—Our bulletin gives the fluctuations of the week. The rise is general, with the exception of Illinois Central, which declined $1\frac{1}{2}$. The transactions in New York Central have been very heavy; Reading and Chicago and Rock Island have also been active; Delaware and Hudson Canal declined 3 per cent. Money is in undiminished supply. Short loans $3\frac{1}{4}$ to $4\frac{1}{2}$ per cent. per annum; prime indorsed paper, 4 to 6 per cent., according to maturity. Exchanges—London is again lower, and prime bills have sold down to $109\frac{1}{4}$ to 109 per cent. Francs are steady at $5.13\frac{3}{4}$. DE COPPET & CO.

American Railroad Journal.

Saturday, June 19, 1858.

Rogers' Locomotive and Machine Works.

It will be noticed by the readers of the article on the "Use of Coal for Locomotives," in another column of the JOURNAL, that the ROGERS' LOCOMOTIVE AND MACHINE WORKS have added the manufacture of Coal-burning Engines to their already extensive business. The works are now managed by a joint stock company, who are successors to, and inheritors of the skill and reputation of, the old firm of Rogers, Ketchum & Grosvenor, which, a few years since, was dissolved by the death of Mr. THOMAS ROGERS, and has since been modified in consequence of the decease of the other partners of the original firm. The company still retain all the parties formerly employed. Its officers are as follows:—J. S. ROGERS, President; Wm. S. HUDSON, Superintendent; M. K. JESUP, Vice President; L. P. STARR, Secretary and Treasurer. Mr. Hudson, the Superintendent, was for many years first assistant to Mr. Thomas Rogers.

The success which has attended this Company ever since its establishment, is the best proof of the esteem in which it is held. Under its new organization, its former character has been amply sustained. With abundant capital, good business capacity, and competent mechanical skill, it has always been able to fulfil all orders in the best manner.

Ohio and Mississippi Railroad.

We give elsewhere the Report of the Directors of the Ohio and Mississippi Railroad, as presented to the stockholders at their recent annual meeting. It will be seen that the disbursements exceed the actual receipts for the year by \$244,999 84, and the gross earnings by \$122,754 56. The letter of Mr. Gould, accompanying the Report, shows that the floating debt, at the time the contract for the completion of the road was made, exceeded the amount reported by \$84,332 03.

It is to be regretted that no more particular statement is made of the earnings and expenditures of this Company. The meagre outline given in the report is not likely to satisfy creditors who are anxious to know the exact condition of its affairs. It is frankly admitted that the expenditures will probably largely exceed the receipts for many years to come. Such being the case, the call for "mutual concessions by all parties in interest" would be more timely if accompanied by such a statement as would show exactly how the receipts have been expended.

Those interested would be glad to see, also, a general statement of the liabilities and assets of the Company. The report throws no light upon the cost of the road, or the amount of its indebted-

ness, or its resources. Everything is kept in the dark. It is known that the Company's bonds went to protest on the 1st March, and that, prior to that time, the contractors made large advances to pay the interest. But beyond this, we have nothing. We do not believe that skillful and sagacious merchants, such as some of those who are interested in this Company, would give credit to customers who should put forth such a vague and indefinite statement of their affairs as that which the Directors of the Ohio and Mississippi Railroad have made as the basis for asking "mutual concessions" from its creditors.

Chicago, St. Paul and Fond du Lac Railroad.

A meeting of the bondholders of the Chicago, St. Paul and Fond du Lac Railroad was held in this city on the 11th inst. to consult with the President, W. B. OGDEN, Esq., and devise measures for the completion of the road, especially that portion of it between Fond du Lac and Oshkosh, by the 1st of August next, with a view of securing a grant of 154,000 acres of land. The President of the road offered a few remarks relative to the condition of the road, amount of its earnings, expenses, etc., up to the 1st of June last.

The earnings of the road during the first three and five months of 1857 and 1858, he said, were as follows:

EARNINGS.		1857.	1858.
January	\$15,790 35	\$20,446 82	
February	15,925 83	18,271 70	
March	26,488 13	25,392 88	
Total	\$58,204 31	\$64,111 40	
April	30,221 55	38,584 61	
May	29,993 74	40,893 29	
Total	\$118,419 60	\$143,539 30	

—being an increase in the earnings of the road during the first three months of 1858 over the corresponding month of 1857, of \$5,907, and a difference in favor of the first five months of 1858 over the corresponding months of 1857 of 19,214, while the expenditures during the months of January, February and March of the present year were \$16,763 30 less than during the corresponding months of 1857, as follows:—

EXPENSES.		1857.	1858.
January	\$20,277 59	\$13,076 59	
February	16,905 32	12,100 84	
March	17,734 38	12,977 12	
Total	\$54,917 39	\$38,154 09	

During the financial crisis last fall and winter, the road became indebted to employees and others, and the earnings of the road had since been applied to the liquidation of their claims only, no part of the receipts having been appropriated to the payment of office expenses in New York. The conditions on which the grant of 154,000 acres of land was made to the road require its completion to Oshkosh by the 1st day of August next. To secure the performance of the work, \$50,000 only would be necessary, inasmuch as about 10 miles of the road between Fond du Lac and Oshkosh was already completed, although not worked, and the road-bed for the remaining distance, about eight miles, was graded, and the ties on the ground ready for the rails. A failure to complete this section of the road would be attended with the loss of the land grant—hence its importance; the question, therefore, was how should the required

amount of \$50,000 be raised. As the 8 per cent. or Land Grant bondholders were the most interested in the matter, it was suggested that they subscribe the amount. Their securities would be increased on obtaining the grant to the extent of the value of the land, which, at \$5 per acre, would amount to about \$750,000, beside which the road from Fond du Lac to Oshkosh would be worth at least \$500,000 more.

Mr. Ashley offered the following resolution, which was unanimously adopted:—

Resolved, That in the opinion of this meeting it is highly important that the Land Grant portion of this road, between Fond du Lac and Oshkosh, be completed at the earliest practicable day, and that the Land Grant bondholders be applied to to furnish the sum of \$50,000.

A committee of three was appointed to solicit the aid required, consisting of Messrs. W. B. OGDEN, O. D. ASHLEY, and S. J. TILDEN.

A committee of three was appointed to confer with the first mortgage bondholders, to get their consent to apply the earnings of the road to the completion of the same.

Messrs. Wm. A. Booth, Paul Spofford and John Bradley were appointed such committee, with power to fill vacancies and add to their number.

Reduction of Railroad Fares.

A few weeks since, the representatives of the four leading railroad lines agreed upon rates of fare, binding equally upon each company. For some cause, some of these companies have departed from the rates then agreed upon. At Buffalo, Mr. Patchin has been selling through tickets for several days at \$5, and now the following card has been issued by the Erie Co.:

OFFICE N. Y. AND ERIE R. R. CO.,
New York, June 11, 1858.

NEW YORK AND ERIE RAILROAD.—The New York and Erie Railroad Company have earnestly endeavored during the past ten months to establish and maintain uniform and remunerative rates of traffic by the four great lines which connect the Atlantic cities and the West. Having failed in this, and believing it to be injudicious and improper to influence traffic by the issue of free passes, by the employment of runners and solicitors, or by any other underhanded means, the Company, rather than resort to such means, have determined to reduce the fares, on and after Monday next, 14th inst., as follows:

Between New York and Dunkirk, to.....\$6 10
Between New York and Buffalo, to..... 5 00
Between New York and Niagara Falls, or
Suspension Bridge, to..... 5 00
CHARLES MORAN, President.

It is stated that the N. Y. Central Company have reduced their rates to \$5 from New York to Buffalo.

Use of Coal for Locomotives.

We give herewith a tabular statement of the result of experiments on coal burning engines made on the Illinois Central railroad last winter. From this statement, as well as from the result of similar experiments on other roads, it would appear that the question of using coal as an economical and successful fuel is no longer an open one. It will be seen that Freight Engine No. 97, on the 18th December, took a train of 11 cars, 20 tons to the car, 140 miles, using on the trip $\frac{1}{8}$ cord of kindling wood and 2,876 pounds of coal, at a cost of $6\frac{1}{2}$ cents per mile for fuel. $12\frac{3}{4}$ pounds of water were evaporated to a pound of coal. On the 19th, the same engine, on the return trip, used $\frac{1}{8}$ cord of kindling wood, and 4,080 pounds of coal, a cost

STATEMENT.

SHOWING THE RESULT OF EXPERIMENTAL TRIPS MADE WITH ENGINE NO. 97. J. PARKER, ENGINEER, USING BRIER-HILL COAL AS FUEL.

Number of Trip and Direction.	Date.	Lbs. of Coal used.	Gallons of Water used.	Cubic feet of Wood used.	Lbs. of Coal per Gall. of Water.	Lbs. of Water per lb. of Coal.	Cost of Coal.	Cost of Wood.	Total Cost of Fuel.	Number of Cars hauled.	Gross Weight in Tons. (20 Tons to Car.)	Running Time.	Standing Time.	Switching Time.	Numbr of Miles per hour.	Lbs. of Coal per mile run.	Cost per mile run.	REMARKS.
South, 1.. Dec. 14.	14.	5,400	5,648.04	16	.95	8.79	\$15.93	\$6.25	\$16.555	15	300	8 56	1 19	1 47	14.44	38.57	\$1.18	Day clear, strong side wind.
North, 2.. " 16.	16.	5,274	5,773.09	16	.91	9.18	15.55	.625	16.175	20	400	9 43	2 03	1 53	13.49	37.57	.117	Do. side wind, track frosty in morning.
South, 3.. " 18.	18.	2,876	4,235.88	16	.68	12.25	8.48	.625	9.105	11	220	8 55	1 48	1 45	14.46	20.54	.065	Do. track dry.
North, 4.. " 19.	19.	4,080	3,851.37	16	.77	10.85	12.03	.625	12.285	20	400	8 55	2 20	1 57	15.06	29.14	.087	Do. little frosty in morning.
Average.		4,407	4,884.65	16	.90	9.28	\$13.50	\$6.25	\$14.125	16 1/2	330	9 08	1 52	1 50	13.33	31.47	\$1.00	Steam gauge ranged from 95 to 110 lbs.

SHOWING THE RESULT OF EXPERIMENTAL TRIPS MADE WITH ENGINE NO. 100.																	
B. C. NOBLE, ENGINEER.																	
USING BRIER-HILL COAL AS FUEL.																	
Steam gauge ranged from 95 to 110 lbs.																	
Track wet, wind light and not in favor.																	
Head wind. Broke front door, delayed 50 minutes.																	
Day clear, track frosty in morning.																	
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NOTE.—The number of miles run per trip was 140, allowing 10 miles for switching. Leaving 130 miles to calculate miles per hour, and 140 to calculate coal per mile and cost for fuel per mile.

The Briar-Hill coal used was from Ohio, and Illinois coal from Du Quoin, Ill.

Engine "No. 97" had on one of "Ebbert's patent feed water heaters." (Cylinders of Engines same size.)

Experiments made by Wm. S. G. Baker, C. & M. Eng'r, Ill. Central R. R.

Engines built by THE ROGERS LOCOMOTIVE AND MACHINE WORKS, PATERSON, N. J., with cylinders 16x22 in.; driving wheels, 56 in. diameter, chilled tyres.

Respectfully submitted, S. J. Hayes, Master of Machinery, Ill. Central R. R. Co.

of 8.7 cents per mile for fuel. 10.85 pounds of water were evaporated to a pound of coal.

Clark, in his "Railway Machinery," page 121, states that "one pound of coke in a locomotive boiler is equal to the evaporation of 9 1/2 pounds of water, or .78 per cent. of the possible maximum, leaving .22 per cent. of heat to pass off not usefully employed." The same work, page 123, says that in the locomotive boiler in general, coal is capable of about two-thirds or .66 per cent. of the duty of an equal weight of coke. From these experiments, it is evident that the combustion must have been nearly perfect, and beyond what Mr. Clark believed to be possible.

The experiments were made under the direction of S. G. BAKER, C. & M. E., and S. J. HAYES, Master of Machinery. The locomotives used were built by the Rogers Locomotive and Machine Works, Paterson, N. J. They have cylinders of 16 inches diameter, and 22 inches stroke. The boilers are large, with long furnaces and combustion chambers, and they are fitted with steam blasts and means of controlling the fire without using the variable exhaust. The grates are so made that the clinker can be broken up and got rid of without interruption in the supply of steam to the engine. The driving wheels have chilled iron tyres.

The experiments were made during the coldest weather of the last winter on the open prairie. The Illinois coal contains a large quantity of sulphur, and is of poor quality. The Briar-Hill coal is of better quality, and exhibits better results. The wood used for kindling cost \$5 per cord, Briar-Hill coal \$5.90 per ton, Illinois coal \$3.70 per ton of 2,000 pounds.

The Illinois Central Railroad Company have sixteen other coal burning engines built by the Rogers Locomotive Works, and some of them have been running from 12 to 15 months. The grate is on the plan of Mr. W. S. Hudson, the Superintendent of the Rogers Works. After a trial of more than a year it gives satisfaction.

The Great Western Railroad Company of Illinois have two coal burning engines of similar construction, built at the same works. They have been in use 9 or 10 months, and Mr. Simonds, the Master Machinist, writes in regard to them: "The coal burners are working full as well as the wood burning engines, and are burning eight tons of coal to the wood burners twelve cord of wood, to perform the same amount of work." Mr. Watson, Superintendent, writes more recently: "The coal burners are doing finely. All that we hoped for them is being realized. We are working them constantly and are now using the grate bars first put in."

We have frequently called attention in the JOURNAL to this subject, and have given an account of various methods adopted for burning coal to best advantage. Among other experiments now making, we understand that the DELANO grate is in successful use on several roads, and we hope soon to lay the result before our readers. A minute account of the mode of burning coal by means of this grate was given in the JOURNAL of December 5th, 1857.

The saving consequent upon the use of coal instead of wood throughout the United States would amount yearly to more than \$10,000,000, or one per cent. on the entire cost of all the railroads in the United States.

Morris and Essex Railroad.

The annual meeting of the stockholders of the Morris and Essex Railroad Company was held at Newark, N. J., on the 15th. The Secretary read the annual report of the Directors to the stockholders, which set forth that apart from the general depression of business, caused by the late financial crisis, there was much reason for congratulation for the present, and encouragement for the future prospects of the road. The earnings of the road had fallen about \$14,000 short of the receipts of the previous year, and it had been impossible to effect a corresponding retrenchment in the expenditures. After paying all the running expenses of the road, the net receipts had been \$101,000; out of which a dividend of $3\frac{1}{2}$ per cent. and interest on the funded and floating debts, amounting in all to about \$85,000 had been paid; and the balance of \$86,000 has been expended in various improvements on the road.

The receipts of the road for the year ending May 31, 1858, were:

From passengers	\$137,331.67
From freight	90,234.76
From mails, &c.....	10,193.11

Total

The expenses for repairs of road, engines and cars, wood, oil, advertising insurance, &c.....

Paid interest on funded debt and floating debt.....

Paid one dividend of $3\frac{1}{2}$ per cent.....

In addition to the above, the unfunded debts of the company had been liquidated, leaving the road free from embarrassments, out of the net earnings of the road and the balance in the treasury at the present time is about \$18,000. During the past year, 273,359 passengers, exclusive of commuters, have been carried over the road, with a gratifying exemption from accident and injury to persons or loss of life.

The balance sheet of the Treasurer is as follows:

Construction account.....	\$1,134,140.12
Real estate	177,442.13
Buildings.....	96,245.69
Engines	61,615.50
Cars	43,151.49
Machinery	7,028.65
Extension of road west of Hackettstown.....	28,026.97
Surveys from Hackettstown to Phillipsburg	1,728.11
Surveys from Newark to Hudson river	2,107.00
New York freight building.....	400.00
Capital stock, N. and B. Railroad.....	55,000.00
Telegraph stock.....	2,000.00
Wood on hand.....	15,000.00
Cash and bills receivable	13,000.00

Total.....

Capital stock.....	\$1,157,805.00
Bonds, School Fund.....	30,000.00
Bonds, 1864	300,000.00
Bonds, 1870	10,000.00
Profit and loss.....	192,311.77

Total

In accordance with the resolution adopted by the stockholders at their previous meeting, the investigation and surveys of the proposed extension of the road from Newark to the Hudson River, and from Hackettstown to Phillipsburg, had been completed, and placed on file in the office of the engineer of this road, showing the various routes surveyed and the estimated cost of each. The suspension of dividends was announced; not, how-

ever, without the conviction that the withholding of the earnings will not be much longer required.

For the information of the stockholders, Mr. Bassinger, the engineer of the road, stated that the estimates for extending the road to the Hudson River varied according to the route, from \$450,000 to \$650,000, and for extending the road from Hackettstown to the Delaware River at Phillipsburg from \$350,000 to \$500,000.

Considerable discussion ensued on a motion to declare stock dividends which was finally laid on the table. The following gentlemen were elected Directors:

William Wright, Joel W. Condit, Beach Vanderpool, J. C. Carthwaite, Wm. N. Wood, Daniel Babbit, Aaron Robertson, and E. W. Whelpley, all of whom were members of the old Board, with the exception of Mr. Whelpley, was was elected in the place of Mr. Jonathan Parkhurst.

Railroad Officers.

Hudson River Railroad—(Elected June 14th.)

Samuel Sloan, James Boorman, John David Wolfe, Edward Jones, Wm. Kelly, D. Thomas Vail, Moses H. Grinnell, Erastus Corning, Wm. H. Hays, Robert P. Getty, Henry A. Smythe, E. M. Gilbert and Peter Lorillard, Directors. SAMUEL SLOAN was unanimously re-elected President, and D. THOMAS VAIL, Vice-President.

Chicago and Rock Island Railroad—(Elected June 14th.)

Henry Farnham, Chicago; F. H. Tows, New York; Thomas C. Durant, New York; C. W. Durant, Albany; William Walcott, Utica; E. W. Dunham, David Dows, William H. Macy, I. N. Cobb, J. B. Jarvis, New York; E. Cook, Davenport; N. B. Judd, J. F. Tracy, Chicago.

Mr. I. N. Cobb and William H. Macy are new members, one to fill a vacancy and the other vice Mr. Flagg, who was dropped from the ticket.

Grand Junction Railway.

At the annual meeting of the Grand Junction Railway Company, held on the 14th inst., the President, DAVID KIMBALL, Esq., in the Chair, the report of the Directors was read and accepted. The following gentlemen were elected Directors for the ensuing year:

David Kimball, S. S. Lewis, Samuel Hooper, Benjamin Lamson, George A. Whitney, Genery Twichell, A. A. Wellington.

St. Louis and Iron Mountain Railroad.

We cut the following from the St. Louis Republican of the 11th inst.:

IMPORTANT DECISION.—Some months ago, the Directors of the St. Louis and Iron Mountain Railroad Company, declared the seat of Mr. Kyler, one of the Directors, vacant, on the ground that he had been a contractor with the Company, and was, therefore, rendered ineligible by an act passed at the last special session of the General Assembly. The Board proceeded to elect Mr. Farrar to supply the vacancy. Mr. Kyler determined to appeal to the Courts against this decision, and a mandamus was sued out of the Circuit Court, and the case came up for trial on Tuesday. It was ably argued by Gov. Thomas, in support of the mandamus, and by Mr. S. A. Holmes for the Company. Yesterday, the Judge gave his decision, that the Board of Directors of the Company could not declare the seat of any member vacant, and, in effect, reinstating Mr. Kyler, and displacing Mr. Farrar.

This movement, it was understood at the time, was necessary, in order to accomplish another, which could only be done by a change of Directors. Mr. F. P. Blair had resigned his place as a

Director some two months before, but that resignation was kept in the breeches pocket of one of the Directors until the propitious time arose for offering it. As soon as Mr. Farrar was elected, this was done, and the place filled with a gentleman selected by those who had been instrumental in ejecting Mr. Kyler. Since that time two other seats have been declared vacant by the act of the Board of Directors, and the places filled. As the Court decides that the Board of Directors cannot displace a Director, both these acts must be held nugatory and void. An appeal is to be taken in this case to the Supreme Court.

The question arises, how far the acts of the Board of Directors, as now constituted, are legal and binding upon the company. This the lawyers will have to decide. It is stated that the President is in the East, with authority from the Board to borrow one or two hundred thousand dollars, on Second Mortgage Bonds of the company. This is necessary to pay off the odds and ends found to be due on the completion of the road, and for which the creditors are clamorous. If the contract should not be made before news of this decision reaches the Atlantic, it will interpose very considerable difficulties in the way of getting the money, under any order of this Board.

Railroad Earnings.

The receipts of the Wabash and Western Railroad, for May, were as follows:—

Passengers	\$17,209 15
Freight	37,372 22
Mail and express	3,200 00

Total.....

The earnings of the Little Miami Railroad Company, for May, compare as follows:—

1858	\$79,764
1857	80,759

Decrease.....

The Milwaukee and Horicon Railroad receipts for the month of May, are as follows:—

Freight	\$9,664 94
Passengers	4,585 56

Total.....

The earnings of the Central Railroad Company of New Jersey, for May, were:—

1858	\$72,805 99
1857	53,859 92

Increase.....

The earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company, during the month of May, were as follows:—

From freight.....	\$43,773 16
" passengers.....	60,811 96
" mails	4,482 29
" rent of road.....	5,500 00
" miscellaneous	164 36

Total.....

Earnings during same month last year 130,587 15

Decrease, (12 per cent.).....

The expenses in May were as follows, viz:—

Station expenses	\$6,564 87
Cost of running	21,216 65
General expenses	13,536 20
Repairs of machinery	16,373 76
Do. track and roadway.....	19,028 68
Do. structures	1,645 49

Total.....

Expenses in same month last year 94,270 04

Decrease, (17 per cent.).....

Net earnings in May, 1857	\$36,317 11
Do. do. 1858	36,366 12

Increase of net earnings.....

The earnings of the Erie railroad for the month of May, were—

1858\$473,865 54
1857459,985 97

Increase.....\$13,379 57

In the freight earnings there was an increase of\$36,834 51

In the passenger earnings there was a decrease of16,140 45

Railroad Dividends.

NAME.	Per cent.	When payable.
Boston and Worcester.....	3	July 1.
Providence and Worcester.....	3	"
Cleveland and Erie.....	5	"
Del. and Hud. Canal.....	3½	May 23.

The La Crosse and Milwaukee Railroad is now open, and trains are running to Greenfield, or the Tunnel station, which is only 38 miles from La Crosse.

Providence and Worcester Railroad.

We understand that a meeting of the Directors of the Providence and Worcester Railroad, held at Providence, on the 11th, a dividend of three per cent, was declared payable July 1st to holders of stock on the 20th inst. Mr. Horatio M. Slater was also chosen managing agent of the road, with powers which give him practically the management of the affairs of the Corporation.—*Boston Journal.*

Journal of Railroad Law.

COMMON CARRIERS.—DELIVERY OF GOODS BEYOND THE TERMINUS OF THE ROAD.

The question as to the responsibility of railroad companies for goods accepted by them for transportation beyond the limits of their road, has given rise to no little discussion in courts of law. The points in dispute have been two:—*First*, whether corporations have a right to make such contracts; *second*, as to the rule of their liability in such cases.

The difficulty as to the first point arises from the strict rule of limitation applied to all corporate bodies requiring them to act within the scope of their chartered powers. An individual carrier has undoubtedly a right to make whatever contract he may please as to the transportation of goods, and to any distance. All persons, in their individual capacity, are allowed to do anything and everything which is not, either expressly or by implication, forbidden by the law of the land. A corporation, on the other hand, being itself a creature of the law, is permitted to do only those things which are expressly sanctioned by the law; and the law applicable to each is, mainly, its specific act of incorporation. A railroad company, therefore, which is authorized by its charter to construct a road from New York to Albany, will by no means be permitted, without additional legislative authority, to extend the same to Saratoga; and such an act would probably be deemed such a misuser of its franchise as would work a forfeiture of the charter. The corporate powers conferred upon railroad companies by their charters are usually the right to construct a road between certain termini, and to execute the powers granted for the conveyance over the same of goods and merchandise. We can readily understand, therefore, how a company, the chartered limits of whose road are New York and Albany, can scarcely be deemed to derive power from such charter, to act as common carriers in transporting goods, in its corporate capacity, to places beyond those points,

Nevertheless, public convenience is not suited by so strict a construction of the law, and the course of decisions has been, especially of late, very much modified upon this subject. In Connecticut, the Supreme Court have inclined to doubt the capacity of railroad companies to contract to carry goods beyond the limits of their roads. In Vermont a contrary view is held, and the courts uphold such contracts as valid. In New York, and probably most of the States, the right of the company to enter into such contracts, within reasonable limitation, seems to be recognized, and the principal question to be determined is: By what act will the company be deemed to have made a contract of this kind, so as to have assumed the usual liability therefor? The giving a receipt for a consignment of goods, marked and addressed to a point beyond the terminus of the route, was formerly held in this State not to imply such a contract, where it was contrary to the usage of the company, whether such usage was known to the owner of the goods, or not. Thus, in a case where the proprietors of a line of tow-boats between New York and Albany received a box at New York, addressed to a point on the Erie Canal beyond Albany, giving a receipt for the box so marked, and, not having any special directions from the owner of the same as to the place or mode of delivery, after transporting the goods to Albany in safety, there delivered them, in accordance with their custom, on board a canal-boat for the place of destination, it was held that the proprietors had not, by the receipt given, bound themselves to deliver the box at its ultimate destination, and were not liable for a loss of the same upon the canal-boat.

The most recent decision on this subject in the State of New York, which has been reported, is that of Foy against the Troy and Boston Railroad Company, as decided in the Supreme Court. It determines quite the reverse of the decision quoted above, that when a railroad company receives, for transportation, property addressed to a person at a point beyond the terminus of its road, it will be understood, in the absence of proof to the contrary, to have agreed to deliver the property, in the same order and condition in which it was received, to the consignee; and if the company intend to limit its liability to injuries occurring upon its own road, it should provide for such limitation in its contract.

The nature of the case, and the point decided, as it is the most recent authority upon this subject, may be a little more fully stated.

It was an appeal from a judgment of the Rensselaer County Court, affirming a judgment of the Troy Justice's Court. The complaint alleged, that the defendants were common carriers, and, as such, by their agents, contracted with one Patrick Foy to safely carry a certain wagon then belonging to said Foy, from Troy to Burlington; that the wagon was placed on the defendants' cars and consigned to A. McCan of Burlington, but that the defendants did not safely convey the wagon, but the same was broken and rendered worthless while in the charge of the defendants, to the great damage of the plaintiff, to whom, before the commencement of the action, Patrick Foy, for a valuable consideration, sold and assigned the wagon and all claims and causes of action which he had against the defendants for damages

by reason of the injury and non-delivery of the wagon. The defendants by their answer denied these allegations, but they were proved at the trial. A witness testified that the wagon was in good condition when put upon the defendants' car at Troy; that he had since seen the wagon at the freight depot at Burlington; that its shafts and reaches were broken, and one of its wheels was entirely broken down. When the plaintiff rested, the defendants moved for non-suit, on the grounds, that there was no sale of the property; that the property never was demanded; and that there was no proof of negligence on the part of the defendants. The motion was granted. From this judgment the plaintiff appealed to the county court, where the judgment was affirmed.

Upon appeal to the Supreme Court, the opinion was rendered by HARRIS, J. After commenting upon the point whether the cause of action was assignable or not, and determining that it was, he continued as follows:

"The only point upon which the counsel for the defendants relied, upon the argument, was, that the defendants were only carriers from Troy to Eagle Bridge, the terminus of their road. But a sufficient answer to this position is, that the wagon was to be carried to Burlington. It was consigned to a person residing there. Having been received by the defendants, thus addressed and consigned, they must be understood, in the absence of any proof to the contrary, to have agreed to deliver it, in the same order and condition in which it was received, to the consignee. It was no part of the plaintiff's business to inquire how many different corporations made up the entire line of road between Troy and Burlington; or, having ascertained this, to determine at his peril, which of such corporations had been guilty of the negligence which resulted in the injury to his wagon. He made his contract with the defendants. They agreed to deliver his wagon safely at Burlington. Whether they were to carry it upon their own, or the road of some other corporation, was a question which did not concern the plaintiff. If the defendants had thought fit to limit their liability to injuries occurring upon their own road, they should have provided for such limitation in their contract. I am of opinion that the judgment of the county court and that of the justice's court should be reversed."

THE MORTGAGE LAW OF WISCONSIN.

A law was passed by the Legislature of Wisconsin (approved May 15, 1858,) requiring that in all actions and proceedings thereafter commenced for the foreclosure of mortgages, six months time should be given to the defendant, after the service of the summons, to answer the bill or complaint filed therein; and also that upon an entry of judgment in such action no sale should take place except upon six months' notice. This, in effect, causes a delay of at least a year to mortgagees, before they can obtain possession of mortgaged property, upon which there is a default of payment.

A decision has, however, been just rendered by the United States Court for that district, Judge MILLER presiding, by which the operation of this act is completely nullified so far as that court is concerned.

The grounds of this decision are, that no act of

the State Legislature can be a rule of practice for that court, unless made so by an act of Congress. The Supreme Court of the United States, in pursuance of such an act of Congress, adopted rules of practice for all the districts in the United States. One of these rules is, that appearance and answer are to be made, in all suits in equity, within twenty days from the time of filing the bill, or the bill is to be taken as confessed. This the court held to be obligatory in their practice, and not to be altered or modified by the State law.

The section of the act requiring six months' notice of sale, was also held to be inoperative with regard to that court, on similar grounds, it having been prescribed by another of the rules in equity, above referred to, that "the Marshall should make sales under and according to the orders or decrees of that court." By its decrees, the notice of sale had been, uniformly, by advertisement, for six weeks, and the court did not deem itself bound or authorized to change its established practice.

It is evident, from this decision, that the farmers who have mortgaged their estates to railroad companies, and for whose benefit this law was passed, will fail to reap the advantage anticipated from this "stay law."

Cincinnati, Wilmington and Zanesville Railroad.

We have received a copy of the Seventh Annual Report of the Cincinnati, Wilmington and Zanesville Railroad Company, for the year ending May 1st, 1858. The report is very full and elaborate, and we can give only a short abstract.

During the year, the business of the road has been less affected than that of railroads generally—and the property of the Company has advanced in value.

The following is a statement of the earnings and expenses for the year:—

	Earnings.	Expenses.	Net.
Passengers.....	\$84,282	\$89,444*	
Freight.....	125,785	103,774	
Mails, etc.....	13,439		
Total.....	\$223,506	\$193,218	\$30,288

* Including mails, etc.

The gross earnings are \$11,946 less than for the year preceding. The total revenue for the year amounts to \$268,247.

The following shows the monthly revenue, and the liabilities incurred for the year:—

Cash Receipts from April 30, 1857, to May 1, 1858.

Date.	From sale of old material.	From transportation receipts.	From individual bills & receivable.	Total.
1857.				
May.....		\$17,700	\$2,753	*\$20,454
June.....	\$117	17,156	157	17,429
July.....	45	18,071	1,286	19,401
August....	6	21,482	141	21,629
September	836	26,226	760	27,822
October..	80	22,907	10,453	33,440
November.....		17,020	174	17,195
December	18	16,406	7,709	24,132
1858.				
January..	1,607	19,032	150	20,789
February..	817	16,417	3,998	19,731
March....	10	24,266	500	24,889
April....	156	21,164		21,337
Total.....	\$3,191	\$236,846	\$28,081	*\$268,247

† \$120 loss and damage.

RECAPITULATION.

	Passengers.	Freight.	Capital.	Total.
Trains.....	\$15,894	\$14,771	\$1,790	
Shop.....	19,570	23,769	2,228	
Road.....	17,236	23,016		
Water.....	1,980	1,689	815	
Fuel.....	7,896	10,607	1,469	
Buildings...	788	1,263		
Passengers..	13,618			
Freight.....		13,782		
Telegraph..	28	121		
Drawback..	81	918		
General office	8,325	9,889		
Miscellaneous	4,029	3,950		
Capital.....			49,934	
Total.....	\$89,444	\$103,774	\$55,737	\$250,074

A large amount of new work has been performed on the road. Twenty-eight miles of track have been ballasted. Water-ways, culverts, bridges, embankments, etc., have been completed, shops and roundhouses built at Lancaster and Putnam, and various other improvements carried into effect. The passenger and freight trains have been run with great regularity and security.

The rolling stock consists of 16 locomotives, 8 first class and 2 second class passenger, and 4 baggage cars, and 231 freight cars. The average mileage of engines was 19,010.

The bridges are in good condition. It is intended to take down all the truss bridges over sluggish streams and substitute simple girders on piles. The track and ties are in good order.

The report concludes with a strong argument and appeal in favor of completing the road to Cincinnati.

The following is the Company's general statement as compared with that of the previous year:

Comparative Condensed Balance Sheets, May 1, 1857, and May 1, 1858.

	DEBITS.	May 1, '57.	May 1, '58.	Increase.
CONSTRUCTION.				
Road-bed, iron, shops, depots, bridges, etc....	\$2,921,654	\$2,966,840	\$45,186	
Loss on bonds and commissions...	673,667	691,519	17,852	
Real estate and right of way...	107,831	118,646	10,815	
Equipment.....	328,616	356,941	28,325	
Sundry debtors..	14,437	8,507	*5,929	
Tunnel rights....	1,500,000	1,500,000		
Shop supplies....	6,801	8,757	1,956	
Cincinnati, Lebanon and Xenia Railroad stock.	45,000	45,000		
Profit and loss...	540,807	527,031	*18,776	
Total.....	\$6,143,812	\$6,223,241		

	CREDITS.	May 1, '57.	May 1, '58.	Increase.
Bonded debt.....	\$2,256,500	\$2,282,500	\$26,000	
Capital stock....	2,433,105	2,441,176	8,071	
Tunnel right b'ds.	1,000,000	1,000,000		
Sundry creditors..	454,207	499,560	45,353	
Total.....	\$6,143,812	\$6,223,241	\$79,429	

The increase of liabilities thus shown is not chargeable to the year's business, but to adjustment of old accounts not before entered.

Liabilities and Assets.

	LIABILITIES.	May 1, '57.	May 1, '58.	Increase.
Bonded debt.....	\$2,282,500	00		
Capital stock.....	2,441,176	23		
Tunnel right bonds.....	1,000,000	00		
Sundry creditors.....	499,564	48		
Total.....	\$6,223,240	66		

ASSETS.

Construction.....	\$3,658,358	72		
Real estate and right of way.....	118,645	52		
Equipment.....	356,941	49		
Sundry debtors.....	\$4,133,945	73		
Tunnel rights.....	8,507	21		
Shop supplies.....	1,500,000	00		
Cincinnati, Lebanon & Xenia Railroad stock	8,757	08		
	45,000	00		
Total.....	5,696,210	02		
Liabilities over assets....	\$527,030	64		

Coupon and other interest, interest on stock, sundry repairs, transportation expenses, drawbacks, and damages, etc.....	\$1,279,686	81		
Less transportation receipts, mileage, sales of old materials, and donations.....	752,656	17-527,030	64	

Which shows the debit to Profit and Loss to have been reduced, since May 1, 1857.....	\$18,775	96		
Estimate of Liabilities, not shown on books:—				
Interest on 1st mortg. bonds, unpaid..	\$192,102	20		
Do. 2d do. do. do. do.	84,000	00		
Do. 3d do. do. do. do.	17,253	60		
Do. Income bonds, do. do.	39,667	00		
Do. due Clinton county, do. do.	45,360	00		
Do. bills payable and allowed accounts.....	53,412	00		
Unadjusted claims.....	54,692	00		
Total.....	\$486,486	80		

—Nearly all of which will go to Profit and Loss.

The Hypothecated Liability, which is held as collateral to bills payable, amounting to.....	\$340,808	88		
Is 2d Bonds.....	\$25,000	00		
3d Bonds.....	886,000	00		
Income Bonds.....	515,000	00		
Real Estate Notes.....	2,040	00		

Ex. of attached coupons, total.....\$1,428,040 00

JAMES JEFFRIES & SONS, MANUFACTURERS OF LOCOMOTIVE, CAR AND TANK SPRINGS, PHILADELPHIA, (rear of Girard House.)

REFERENCES.
M. W. BALDWIN & CO., R. NORRIS & SON, A. WHITNEY & SONS, Philadelphia; J. S. R. ANDERSON, Richmond; SMITH & PERKINS, Alexandria, Va.; J. N. EDGAR THOMSON, of Penn. R.R.; EDWARD C. DALE, of P. G. & N. R. R.; S. RUTH, of Rich. F. & P. R. R.; THOS. DODAMEAD, of Va. Central; URIAH WELLS, Petersburg; C. O. SANFORD, of Petersburg R. R.; J. N. McDANIEL, of Va. & Tenn. R. R.; JAS. P. ROBERTSON, of Wilmington & M. R. R.; HENRY T. PRAKE, of S. C. R. R.; S. S. SOLOMONS, of North-East R. R.; JOHN FLYNN, of Western & Atlantic R. R.; E. F. ROWARTH, of Greenville & Col. R. R.; GEO. YONGE, of Georgia R. R.; WM. CLARK, of Muscogee R. R.; W. W. BALDWIN, of Montgomery & W. P. R. R.; WM. M. WADLEY, of N. O. J. & G. N. R. R.; A. B. SEGER, of Opelousas R. R.; C. WILLIAMS, of Vicksburg; ALLEN S. SWEET, of Buffalo & Erie R. R.; F. C. ARMS, of Memphis; H. COFFIN, of Memphis; A. WORREL, of Seaboard & R. R. R.; UNION CAR WORKS, Portsmouth; WM. M. HIGHT, of Augusta; RIKERS & LITTHGOE, WHARTON & PATSCH, Charleston, and all Railroads where our SPRINGS are in use.

Will be happy to furnish a SET OF SPRINGS to such companies as may wish to try their Durability and Elasticity, by writing us the Length, Width, Curve, over all, and the Weight which they are to bear.

**RAILROAD IRON
AT ELMIRA, N. Y.**
THE subscribers have American Railroad Iron for sale as above; also Welsh Iron in New York and other markets.
FABER, PERKINS & CO.,
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STOCKS, BONDS, ETC.
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By SIMEON DRAPER,
 Office, No. 36 PINE ST., NEW YORK.
REGULAR AUCTION SALES
 AT THE MERCHANTS' EXCHANGE EVERY DAY.
STOCKS and BONDS bought and sold at private sale.
Sale every day at 12½ o'clock. See Catalogue.

CHAS. B. HOFFMAN.
MALCOLM CAMPBELL.J. S. CROWLEY.
JOHN GELSTON.

HOFFMAN, CAMPBELL & CO.,
BANKERS and DEALERS in BULLION & SPECIE,
 No. 45 Wall st., (Phenix Bank Building).
 SOVEREIGNS,
 DOUBLOONS,
 XX FRANCS,
 X GUILDER,
 X THALERS,
 DOLLARS,
 and all kinds of
GOLD and SILVER,
BAR GOLD and COIN for SHIPPERS and MELTERS
 furnished.
 3m23

Bought and Sold.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
 39 WILLIAM STREET,
 (FIRST BUILDING BELOW WALL STREET.)
 STOCKS and BONDS Bought and Sold on Commission.
 MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.
 New York, May 11, 1858.

T. A. HOWLAND,
 OF THE LATE FIRM OF
WHITE, HOWLAND & CO.
 HAS removed to the offices recently occupied by Messrs.
 WHITEHOUSE, SON & MORRISON,
 54 WILLIAM ST., corner of PINE ST.,
 Where he is prepared to furnish Railroad Companies with
IRON and EQUIPMENTS,
 AND ALSO TO
NEGOTIATE THEIR SECURITIES.

DUNCAN, SHERMAN & CO.,
BANKERS,
 Corner Pine and Nassau Sts., NEW YORK,
 ISSUE
CIRCULAR NOTES and LETTERS OF CREDIT,
 For travelers, available in all the principal cities of the world.
 ALSO, MERCANTILE CREDITS,
 For use in EUROPE, CHINA, etc. 3m

Important to Capitalists!
THE WESTERN WISCONSIN
MINING COMPANY,

OPERATING IN THE TOWN OF
 New Diggings, Wis., about 12 miles from Galena, Ill.,
 HAVE expended a large sum in the purchase of land,
 steam engine, pumps, and in sinking shafts, and are now
 successfully engaged in raising lead ore.
 The quantity now raised is about Eighty Tons per month,
 and with sufficient capital, the amount raised can very readily
 be increased to

Four Hundred Tons per Month.

For the purpose of extending their operations, the Company desire to procure

\$20,000,

either by a loan with satisfactory interest and the most perfect security, or by disposing of a part of their capital stock; a loan preferred.

Parties who, after a satisfactory examination of the mine, personally or by agent, would be disposed to meet the views of the Company are requested to address the undersigned at Mineral Point, Wisconsin, or to apply to A. BUSH, at A. NICHOLS, Broker, 70 Wall st., from whom all desired information can be obtained.

MOSES M. STRONG, Treasurer,
 Western Wisconsin Mining Company.
 New York, May 27th, 1858. 3123

Waterbury Brass Agency,

ALEX. ANDERSON, Agent,
 53 BECKMAN STREET, NEW YORK,
 FOR THE SALE OF

SHEET BRASS,
 COPPER AND BRASS WIRE,
 BRASS AND COPPER TUBING,
 COPPER RIVETS and BURS, ETC.
 Manufactured at WATERBURY, Conn.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,
 TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,

New York Agency: 33 CHURCH ST.

RAILROAD IRON WANTED.

THE GENESSEE VALLEY RAILROAD COMPANY invite tenders until the 10th July ensuing, for the delivery at Rochester, N. Y., of 1,500 Tons of T Iron Rails, to weigh about 56 lbs. to the yard. Proposals will state their price per ton of 2,240 lbs., payable in cash, or one half cash and balance in First Mortgage Bonds of said Company. The issue of said Bonds not to exceed \$160,000. The entire cost of the work when completed being estimated at \$350,000. The roadway is now nearly ready for the iron.

H. P. NORTH, President.
 GENESSEE, Livingston Co., N. Y., June 1, 1858. 1f23

4 NEW LOCOMOTIVES,
2 60-Seat First Class Passenger Cars,
15 Second Hand Gravel Cars.

THE Engines are made by some of the best New England makers and will be sold very low for cash or satisfactory security, viz:—

1 FREIGHT ENGINE,	15x24, 5 f.,	140, 11 f. x2 in. 27 tons.
1 do.	14x22, 4 f. 6,	130, 10 f. 6x2 in. 24½ "
1 PASSENGER do.	15x24, 6 f.,	140, 11 f. x2 in. 27 "
1 do.	14x20, 5 f. 0,	116, 10 f. x2 in. 18 "

All 4 f. 8½ in. gauge, outside connections, link motion.
 WILLIAMS & PAGE,
 44 Water St., Boston, Mass.

PASSENGER and FREIGHT CARS.

8 FIRST CLASS, 60 seat Passenger Cars for sale. They are 10 feet 4 inches wide, built in the most approved and substantial style of the very best materials throughout, and can be finished for any Gauge desired.

ALSO
 10 First Class Box Cattle Cars, 6 feet wide, 26 feet long, 6 f. Gauge. Can be used for either Freight or Cattle carrying. Will be sold in lots to suit purchasers.
 Apply to DAVIS & KASSON,
 New York, April 22, 1858. 2m 47 Exchange Place.

Railroad Iron.

700 TONS, about, or in store, of "W. Crawshaw's make. For sale by
 THEODORE DEHON,
 10 Wall st., near Broadway,
 NEW YORK.

Railroad Iron.

1,000 TONS Railroad Iron, weighing about 56 lbs per yard, "Erie" pattern, of best quality Welsh make, now ready for delivery, for sale by
 VOSE, LIVINGSTON & CO.,
 August 1st, 1857. 9 South William st.

RAILROAD MAP.
 A NEW AND COMPLETE
LITHOGRAPHIC (COUNTY) MAP
 OF ALL THE
RAILROADS IN THE UNITED STATES
 AND CANADAS,
 IN OPERATION, PROGRESS and PROJECTED,
Always corrected to latest dates,
 IS PUBLISHED AT THE
AMERICAN RAILROAD JOURNAL OFFICE.
 Price of Pocket Edition, by mail, pre-paid\$1.00
 " Mounted on Rollers 3.00
 " " " Colored in Counties 5.00

Nathan Caswell,

NO. 9 NASSAU ST., New York, Broker in Railroad Iron, refers to Messrs. P. CROUTHAUF, JR., SANFORD & Co. 6ml

Notice to Contractors.



PROPOSALS will be received at the office of the MEMPHIS, CLARKSVILLE and LOUISVILLE RAILROAD COMPANY, at Clarksville, Tennessee, till the FIRST DAY OF JULY next, for the GRADING, BRIDGING, MASONRY and SUPERSTRUCTURE, including the iron, with partial equipment of Furniture, Engine Houses, Depots, Tanks, etc., etc., for forty-two miles of the road between the Cumberland and Tennessee rivers. The Company will also conclude—previous to the time of letting—the policy of letting the remainder (24 miles) of the road to the junction with the Memphis and Ohio Railroad. In the present contract there will be, by approximate estimates, 850,000 yards of Earth; 60,000 yards of Rock; 1,000,000 feet Treating B. M.; 2,500 yards Plane Masonry; 1,000 yards Arch Masonry; 3,000 yards Bridge Masonry, with the two Bridges across Cumberland and Tennessee rivers—one containing 4,500 yards masonry and 600 lineal feet bridging—the other 8,000 yards masonry and 1,500 feet bridging. 44 miles of iron, 60 lbs. to the yard, with chairs, spikes, etc., depots, etc., and furniture. Previous to the letting, all necessary information may be obtained by addressing Geo. B. Fleece, Chief Engineer, at Clarksville, Tenn. Bids will be received or the work by sections in detail, or for the entire work, ironed and equipped. The whole work to be completed in running order by the 1st day of October, 1860.
 W. M. B. MUNFORD, President.
 Clarksville, Tenn., May 1, 1858. 3c24

THE ALBERT FREESTONE COMPANY

SUPPLY THE BEAUTIFUL

Buff-Colored Freestone

WHICH enters into a large number of the finest Buildings recently erected in New York, Baltimore, Philadelphia, Portland, Halifax, Norfolk, St. John, etc.

They also furnish the SAME STONE of a BROWN COLOR with a ROSE TINGE.

Orders will be taken for any point on the Atlantic Seaboard or for inland Cities.

Directors:—JOHN TRAVERS, CHARLES E. ANDERSON, JOSEPH FOWLER, SAMUEL P. DINSMORE, M. DUDLEY BNAH, GEORGE E. COOK, WILLIAM H. DUNCAN, HENRY V. POOR.
 JOHN TRAVERS, Esq., Pres't; CHARLES E. ANDERSON, Esq., Vice Pres't; JOSEPH FOWLER, Esq., Treas'r; SAMUEL P. DINSMORE, Secretary.

Offices: 15 NASSAU ST., (Commonwealth Building.) N. York. Communications by Mail should be addressed to the Secretary.

Manager of the Quarries—CAPT. GEO. LANG, Harvey, New Brunswick.

"The great beauty of this stone commended it to our committee; the stone is universally admired."—*Pennsylvania R.R. Co.*

"No sulphur of iron in it."—*Francis Alger, Esq., Boston.*

Average resisting power to the square inch 6,832 lbs.—more by 3,110 lbs. than any other Freestone in use.—*Hagfield's Tests.*

"Is without grain or cleavage."—*T. Bursell, Engineer, Birmingham, Eng.*

"Coming to be the favorite material."—*N. Y. Times.*

"Finest Freestone in N. America."—*The late J. G. Percival.*

"Surfaces of this Freestone, for ages exposed to the weather, have perfectly withstood the action of water and frost."—*Professor C. T. Jackson, Boston, Mass.*

"It has a color unsurpassed, one of the neutral tints which harmonizes with everything in nature, and is equally pleasant to the eye in fair day or foul, and whether the building has a background of sky, water or foliage."—*N. Y. Express.*

"It contains no scale of mica, no carbonate of lime."—*F. Alger.*

"A grand building stone."—*New York Evening Post.*

"Beyond doubt the very best material we have ever seen in this country."—*John Struthers, Philadelphia.*

"Frost, snow and ice of the severest winters have no effect upon it."—*John Whitelaw, Baltimore.*

"Light, agreeable and cheerful color, and gives a pleasant aspect to our streets. Retains its uniformity of color."—*Professor C. T. Jackson, Boston, Mass.*

"I greatly admire your beautiful Freestone, and only regret that the Building to which I have devoted so much of my time and means, was not built of it."—*Peter Cooper, Esq., N. York.*

"Must not be confounded with any other stone from the British Provinces."—*Company's Circular.*

"A monopoly of the very best building material in the world."—*Professor J. L. Hayes, Washington, D. C.*

BENJ. H. LATROBE,

CIVIL ENGINEER,

HAS ASSOCIATED WITH HIM PROFESSIONALLY
ALBERT FINK, Civil Engineer.

HE may be consulted or addressed at his office in the City of BALTIMORE upon questions relating to the Location, Construction and Operation of Railways, and especially in reference to the plans of Bridges, Station buildings and arrangements, and Railway Architecture generally.

REMOVAL.

W. D. STARLING, Metal Broker and Rail Inspector,
 from Lawrence Pointney Lane, to the Vestry House,
 Lawrence, Pointney Hill.
 LONDON, 1857.

RAILROAD COMPANIES established or in course of formation, Secretaries and others desirous of having Reports, Prospectuses, Accounts and Estimates prepared for publication can obtain the services of an experienced person at a moderate price. Address T. T. at this office. 3ml3

THE HARRISBURG CAR COMPANY, HARRISBURG, PENNA.,

ARE prepared to fill the heaviest orders for PASSENGER, MAIL, BAGGAGE, BOX, CATTLE, PLATFORM, and COAL CARS.

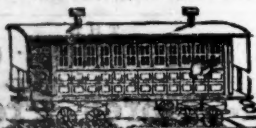
Located in the centre of the IRON, COAL, and LUMBER region of Pennsylvania, having the most improved labor saving machinery, with a large stock of WELL SEASONED LUMBER on hand, and an Eastern Superintendent thoroughly experienced in every department of the passenger and freight car building business, this company can recommend their manufactures as equal to the best Eastern work. This company also cast

Chilled Plate Car Wheels

from the best cold blast charcoal wheel iron in the State, that are entirely free from strain, that are unsurpassed for strength and durability, and which they will furnish fitted or unfitted at the lowest prices.

N.B.—Strong and neat hand cars constantly on hand.
Wm T. MILDRUP, ISAAC MCKINLEY,
Superintendent, Treasurer.

Harlan & Hollingsworth, WILMINGTON, DELAWARE.



MANUFACTURERS OF ALL KINDS OF RAILROAD MACHINERY.

PASSENGER CARS of the finest finish, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact everything for the full equipment of a road.

From our long experience in Car building, and our facilities for doing work, we are enabled to give entire satisfaction in every particular.

From our location, and conveniences for shipment, we can supply southern roads with despatch and ship at reasonable freights.

We are also extensively engaged in building Iron Vessels and Iron Steam Boats, Steam Engines and Boilers and Machine Work in general, all orders executed with despatch and on reasonable terms.

Union Railroad Car Works, PORTSMOUTH, VA.

FREIGHT, PASSENGER, BAGGAGE, EXPRESS, MARKET, Coal, Lumber and Hand Cars, manufactured at this establishment of the best material, and in the most approved manner, with either PLATE or BROKE WHEELS and AXLES, of Salisbury or other Iron. Trucks fitted up, or Wheels and Axles separately will be furnished at the shortest notice, and shipped to any part of the United States.

Having extensive arrangements and superior facilities for manufacturing at this establishment, orders will be received and contracts made for equipping entire roads at short notice.

G. W. GRICE, Agent.

Portsmouth, Va., December 30, 1855.

RADLEY & HUNTER'S IMPROVED SPARK ARRESTER



RADLEY & HUNTER'S celebrated new invention is now offered to the public as a Perfect Spark Arrester, which possesses the advantage over all others of being of the most simple construction, and much more durable than any ever used. The manufacturer invites an examination of this Arrester by the railroad public, confident that it will meet with universal approbation.

The undersigned hereby gives public notice that he is the sole manufacturer of the above article under the Radley & Hunter Patent, of whom alone they can be purchased in the United States.

EDWIN R. BENNET,
Office 52 Duane st., New York.

P. F. PASQUAY,

MANUFACTURER OF SUPERIOR

OAK-TANNED, STRETCHED AND RIVETED

LEATHER BELTING,

No. 25 SPRUCE STREET, NEW YORK.

BEST QUALITY LACE LEATHER ALWAYS ON HAND.

Also, Imitation Morocco and colored Skivers. 3m23

TUBULAR RAIL.



Railroad Managers will be interested by an examination of the "TUBULAR RAIL," patented in Europe and America by STEPHENS & JENKINS, Covington, Ky. These rails have decided advantages over any rail hitherto made, among them the following:—

The "Tubular Rail" of 50 lbs. per yard has greater strength and elasticity, with the same outside surface as solid rails of 60 lbs. per yard.

Its density is greater,
Its welding nearer perfect, and
Its durability superior.

Unlike other new forms of rail, it can be put down on the same chairs, and with the same fastenings, used with common T rails.

The arrangements to manufacture are such that these rails can be furnished of any American or Foreign make.

Reference is made to the officers of all the railroads in the vicinity of Cincinnati.

Additional particulars and circulars may be had by addressing
E. W. STEPHENS,
Cincinnati, Ohio.

RAILROAD IRON.

The Crescent Manufacturing Company,
WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms.

N. WILKINSON, Sec'y,
WHEELING, VA.

RAILROAD IRON. CONTRACTS FOR RAILS,

AT A FIXED PRICE OR ON COMMISSION,
DELIVERED AT AN ENGLISH PORT,
Or at a Port in United States,

WILL BE MADE BY THE UNDERSIGNED,
THEODORE DEHON.

10 Wall st., near Broadway, New York.

500 tons T rails on hand 54 to 57 lbs. per linear yard.

RAILROAD IRON.

The undersigned, Agents for leading Manufacturers in
STAFFORDSHIRE AND WALES,

ARE PREPARED TO CONTRACT FOR DELIVERY

On board ship at Liverpool, or Welsh port.

C. CONGREVE & SON,
13 Cliff st., N. Y.

RAILROAD IRON.

The Undersigned, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT TO DELIVER

Free on Board at Shipping Ports in England, or
At Ports of Discharge in the United States,

RAILS OF SUPERIOR QUALITY,

And of Weight or Pattern as may be required.

VOSE, LIVINGSTON & CO.,

New York, Aug. 1, 1855. 9 South William Street.

RAILROAD IRON.

The Subscribers, Agents for the Manufacturers,

ARE PREPARED TO CONTRACT FOR THE

DELIVERY OF RAILROAD IRON AT ANY PORT

in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,

Boston, June, 1851. 29 Central Wharf.

RAILROAD IRON AND COMMON BARS.

THE UNDERSIGNED,

Sole Agents to Messrs. GUEST & CO.,

The Proprietors of the Downais Iron Works,

Near Cardiff, South Wales,

ARE duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

Railroad Iron.

300 TONS WELSH RAILS, Erie pattern, 56 lbs. to the yard, in bond, or duty paid.

Also, RAILROAD SPIKES, LUBRICATING OILS, METALS, and other RAILROAD MATERIALS for sale

DELAPIERRE & LOCKWOOD,
June 1, 1855. 8m 45 Cliff st., New York.

IRON BOILER FLUES.

Lap-Welded Boiler Flues,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ½ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, &c., &c.

MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.

Established 1821.

Warehouse—209 South Third st.,
PHILADELPHIA.

STEPHEN MORRIS,
THOS. T. TASKER, JR.

CHAS. WHEELER, JR.,
STEPHEN P. M. TASKER.

MORRIS & JONES & CO., IRON MERCHANTS, MARKET AND SIXTEENTH STREETS, PHILADELPHIA.

IRON AND STEEL IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, FIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, or Cars for any description of Iron can be executed.

August 16, 1854. 1y38

RAILROAD IRON & CHAIRS. THE LACKAWANNA IRON AND COAL CO.

Are now prepared with increased facilities to contract for
RAILS AND CHAIRS

At their Works at SCRANTON, PENNA.

Address J. H. SCRANTON, Pres't, at SCRANTON,
or, THEO. STURGES, Treas., 46 Exchange Place, New York.

STEEL, FILES, &c.

R. GROVES & SONS,
SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted Cast Steel, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, Cast Steel Files of high reputation, especially adapted for the use of Machinists, and Saws and Edge Tools of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK
USE
CHAS. CONGREVE & SON, Agents,
13 Cliff street, N. Y.

RAILROAD IRON. WOOD, MORRELL & CO.,

Having leased the extensive Works of the

Cambria Iron Company,

Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,

And purchased all their real estate,

ARE now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.

Philadelphia Office, { North Penna. R. R. Building,
No. 407 Walnut st.

AMERICAN COAL CO. GEORGE'S CREEK SEMI-BITUMINOUS COAL.

THIS Company is prepared to contract for the sale of their coal, delivered on board vessels at the depots at Baltimore, Georgetown and Alexandria, on the most favorable terms. The coal is from the George's Creek basin, entirely free from slate, and for steamers, locomotives and foundries is unsurpassed and unequalled in quality by any coal brought to this market, except that coming from the same basin.

The Company will procure vessels at the lowest rates, when desired, without charge.

Orders for quantities less than a cargo, will be filled at the yard of RANDALL & MORRELL, Jersey City, adjoining the Cunard Wharf.

Office, 50 Exchange Place. W. TITUM, Sec'y.

RAILROAD SUPPLIES.

WILLIAMS & PAGE,

No. 44 Water, between Congress and Kilby Streets,
Boston, Mass.

**Iron Rails, Chairs, & Spikes,
FREIGHT AND COAL CARS,**
(on hand or made at short notice.)

**Wheels and Axles of all kinds,
LOWMOOR, AMES, BOWLING, AND NASHUA TIRES,
IRON AND STEEL,**

Of all kinds for Shops and Tracks.
**Car Trimmings, Paints, Oil, Varnish, Car and Switch
Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber
Springs, Chairs, Hose and Belting, Ash, Pine and other Tim-
ber, and ALL MATERIALS USED IN Equipment and Repairs of
Railroads, Engines and Cars, at lowest prices.**

THOS. S. WILLIAMS, PHILIP S. PAGE,
Late Sup't Boston & Me. R. R. Late Page, Alden & Co.

REFERENCES.

**JAMES HAYWARD, President | PHILIPS, DODGE & Co., N. Y.
Boston and Maine R. R. | COOPER, HEWITT & Co., do.
Capt. Wm. H. Swift, Boston. | REEVES, BUCK & Co., Phila.
Geo. H. Kuhn, Esq., Boston. | E. S. CHESBROUGH, Chicago.
S. M. FELTON, Pres't Phila., W. & B. R. R.**

OLD STAND.

RAILROAD AND CAR FINDINGS.

A. BRIDGES & CO.,

SUCCESSORS TO BRIDGES & BRO.,

WILL continue the Railroad and Car Furnishing business,
and deal in Locomotive and Hand Lanterns, Enamelled
Head Lamps, Brass and Silver Trimmings, Cotton Duck for Car
Covers, Portable Forges and Jack Screws, Bolts, Nuts and
Washers, Ship and Bridge Bolts, and Iron Forgings of almost
every description, etc., etc., at the OLD STAND,
64 COURTLAND ST., NEW YORK.

Orders for the purchase of goods on commission, aside
from our regular business, respectfully solicited.

**ALBERT BRIDGES, } Of the late firm of
JOEL C. LANE. } BRIDGES & BRO.**

M. K. JESUP & CO.,

No. 44 EXCHANGE PLACE,
RAILWAY AGENTS AND
COMMISSION MERCHANTS,
DEALERS IN FOREIGN AND AMERICAN
RAILROAD IRON,
HAVE FOR SALE ON COMMISSION
**LOCOMOTIVE ENGINES,
PASSENGER AND FREIGHT CARS,
WROUGHT AND CAST IRON CHAIRS,
Spikes, Car Wheels, Axles, Tyres, etc.**

**F.W. Rhinelander, James A. Boorman, Edwin A. Post,
RHINELANDER, BOORMAN & CO.,
RAILWAY AGENTS
AND
COMMISSION MERCHANTS,
SUPPLY ALL MATERIAL AND ARTICLES USED IN THE
CONSTRUCTION AND OPERATING OF RAILWAYS.
BANK OF COMMERCE BUILDING, NEW YORK.**

REFER TO
**John A. Stevens, Esq., President Bank of Commerce.
Sam'l Sloan, Esq., President Hudson River Railroad Co.
James Boorman, Esq., Messrs. Stillman, Allen & Co.
Messrs. Cooper & Hewitt, Messrs. Duncan, Sherman & Co.**

DRAKE & CARTER,

49 Merchants' Exchange, Wall Street.

THE subscribers have formed a Co-Partnership under the
name of **DRAKE & CARTER**, for the purpose of con-
tinuing the business of Buying and Selling Stocks and Bonds,
Lending Money on Stocks and other Securities, making Col-
lections, &c.

The general partners of the concern will be **JAMES M. DRAKE
and GALEN A. CARTER**. **EDWARD B. LITTLE** Esq. has con-
tributed Fifty Thousand Dollars as special partner.

D. & C. will occupy the Offices No. 49 MERCHANTS' EX-
CHANGE, (entrance on Wall St.)
JAMES M. DRAKE. GALEN A. CARTER.

GEO. M. FREEMAN, A. S. & A. G. WHITON,

SUCCESSOR TO
PRATT & FREEMAN,
PHILADELPHIA
RAILWAY SUPPLY AGENCY,
No. 123 WALNUT STREET,
PHILADELPHIA.

**Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.**

**☞ COTTON WASTE. ☞
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS AND WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION, AND SIGNAL BELLS,
☞ Superior Car Upholstery, etc. ☞
AGENCY OF THE KEROSENE OIL COMPANY.**

☞ Orders solicited, promptly filled, and forwarded with
despatch and care at the manufacturers' lowest prices.

KETCHAM & WILLIAMS,
STOCK BROKERS,
No. 1 HANOVER STREET,
Near Wall, NEW YORK.
Stocks and Bonds bought and sold on Commission, and
Loans negotiated. 6m9

H. H. GOODMAN & CO.,
No. 7 WALL ST., NEW YORK,
Dealers in Railway, City, County, and State
**BONDS,
RAILS, LOCOMOTIVES, &c.**
We have on hand and for sale, of County Bonds—
Hardin County (Ky.), 5 per cts. Davidson City (Tenn.), 5 p.cts.
Carter, Bath, and Montgom- Iowa County (Wis.), 8 per cts.
mery (Ky.), 6 per cents. Mineral Point do. do.
Also a variety of CITY, COUNTY, and RAILWAY
SECURITIES in smaller lots.
April 30th, 1865.

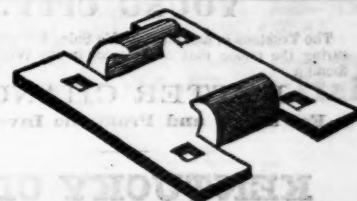
CINCINNATI.
HEWSON & HOLMES,
AUCTIONEERS AND STOCK BROKERS,
Have regular sales of Stocks, Bonds, and other Securities
EVERY
WEDNESDAY AND SATURDAY,
At 1 o'clock at the Merchant's Exchange,
AND IF REQUIRED,
SPECIAL SALES
ON MONDAY, TUESDAY, THURSDAY, AND FRIDAY.
OFFICES—Nos. 83 and 85 Walnut street.
Where they offer at private sale
A GREAT VARIETY OF
State, County, City and Railroad BONDS and STOCKS
NEGOTIATE
LOANS, NOTES, BILLS OF EXCHANGE,
AND COLLECT
DIVIDENDS, LEGACIES, DEBTS, &c.
REFERENCE—Ohio Life Insurance & Trust Company Bank

CINCINNATI STOCK EXCHANGE.
KIRK & CHEEVER,
Stock Brokers and Railroad Agents,
No. 83 WEST THIRD STREET,
CINCINNATI, OHIO.

Railroad Stocks, Bonds, &c., bought and sold on commission.
Regular sales at public auction at the MERCHANTS' EXCHANGE.

VAN RIVER'S DINING SALOON.
Nos. 34 and 34½ Pine Street.
MERCHANTS and others doing business in the vicinity of the
Custom House, should patronize this well conducted es-
tablishment.
Every care will be taken to give satisfaction to the most fas-
tidious, and the proprietor feels confident in his ability to please
those of his friends and strangers who may favor him with a call.
THEODORE VAN RIVER, Prop'tor.

**RAILROAD IRON,
CHAIRS AND SPIKES,
LOCOMOTIVES,
PASSENGER AND FREIGHT CARS.**
MANUFACTURERS' AGENTS
FOR Seller's Iron Turn Tables, Dimples Patent Blower,
Gardner's Volante Car Springs and
RAILWAY SUPPLIES GENERALLY.
ALSO
NEGOTIATORS OF SECURITIES.



JACOB ROWE,
GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.
ORDERS received for all sizes of MERCHANT BAR and
RAILROAD IRON, AMERICAN and SCOTCH
PIG IRON, SUPERIOR WROUGHT IRON RAILROAD
CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.
OFFICE, 8 BROADWAY,
Corner Beaver st., opposite the Bowling Green, NEW YORK.
REFERS TO
Messrs. Cooper & Hewitt, Messrs. Stillman, Allen & Co.
Messrs. Wm. Oothout & Bro., Peter Cooper, Esq.
Messrs. Marshall Lefferts & Bro. James L. Jackson, Esq.

CAR AXLE WORKS.



**A. & P. ROBERTS,
PENCYD IRON WORKS,**
OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron
and Forgings.

**NEW ENGLAND RAILROAD
MUTUAL FIRE INSURANCE CO.**
Office, No. 11 Railroad Exchange, Boston.
THIS Company, composed of Railroad Corporations, in-
sures on the Mutual principle, against loss by Fire,
BUILDINGS, BRIDGES, ROLLING STOCK, and other
property in which the members have an insurable interest.
DIRECTORS:
F. Hooper, Uriel Crocker, Charles L. Putnam,
Stephen Fairbanks, Wm. Minot, Jr., S. H. Walley,
Wm. A. Crocker, I. M. Spelman, Waldo Higginson.
WALDO HIGGINSON, President.
CHARLES G. HOBART, Secretary.

WATER GAUGES
THAT cannot go wrong or get out of order, and will stand
a steam pressure from 100 lbs. to 500 lbs., either for LO-
COMOTIVE, STATIONARY, or MARINE BOILERS.

NEWRY, WARRENPOINT, AND ROSEBURY RAILWAY,
General Superintendent's Office.
Newry, February 2, 1857.

Sir—I have great pleasure in being able to bear testimony
to the superiority of your Gauge Glasses, for Locomotive
purposes, over any other maker's that I have used, during a
period of more than twenty years, on one of the principal
lines in England. I have now had your Gauge Glasses in use
in Ireland on the above line, in our engines, since August,
1856, and I am glad to say that I have not had one broken
during that time; and I must say, it is a great desideratum
having good Gauge Glasses, as regards the safety of Locomo-
tive Engines. Yours

WM. MADDISON,
Superintendent.
Mr. E. TOMES, Perth, Scotland.

REFER TO
London & North-Western, Scotch Central, Edinburgh and
Glasgow, Eastern Counties, Derby Midland, Scotch Midland,
and all the principal Locomotive Superintendents in Britain.
Price from 12s. a dozen and upwards.
ENOCH TOMES, Maker,
Perth, Scotland.
May 1, 1855. 6m

FINAL SALE OF LOTS! IN KENTUCKY CITY!

On MONDAY, 27th day of
SEPTEMBER, 1858,
WILL commence the second and final Sale of Lots in this
growing and most interesting

YOUNG CITY.

The Trustees in announcing this Sale, feel warranted in as-
suring the public that at no point in the West can there be
found a

BETTER CHANCE

For a Safe and Profitable Investment.

KENTUCKY CITY

Is located on the East bank of the Mississippi river, twenty
miles below the mouth of the Ohio river, at the first eligible
highland, and in point of fact being THE mouth of the Ohio
river; surrounded by a high,

Healthy and Fertile Country.

Rapidly growing in wealth and population, with a salubrious
climate, generous, liberal and enlightened society. There
wanted but ONE further feature to make this the most com-
manding point on the "great Father of Waters"—this want
was an uninterrupted and general outlet to the interior, so as
to accommodate the interchange of commodities. That
want has been, and is now being fully met, by the

RAILROAD

Communications, established and to be consummated from
Kentucky City, which is fixed as the centre from which rail-
road tracks are to radiate, towards the North, South, East
and West. The Mobile and Ohio Railroad, of which Kentucky
City is the Northern terminus by its main stem to the Gulf, by
its connection with the Nashville and North-western Railroad,
at Union City, twenty-five miles from Kentucky City, with the
Memphis and Ohio Railroad, eight miles South of the City of
Trenton, Tenn., and with the New Orleans and Ohio Railroad,
at Jackson, Tenn., and with the Memphis and Charleston Rail-
road, furnishes this outlet to all the cities of the South. The
Illinois Central Railroad, with which we will be in early com-
munication by a

REGULAR LINE OF PACKET FERRY BOATS!

Supplies the demands of travel and trade with the Lakes and
cities of the North and East; and the Iron Mountain Railroad,
projected to tap the Mississippi at Belmont immediately opposite
Kentucky City, will accommodate all the necessities of the
country connected with St. Louis and the great West.

Examine the annexed map, and judge from the facts. We
beg that the public may not be led off by suspicions that this
is a mere city upon paper. We most earnestly request you to
examine, inquire; nay, come and see for yourselves.

The sale is to be made without reserve, and in good faith,
and there will always be a reliable gentleman on the ground,
whose pleasure and duty it will be to give all needful informa-
tion, and answer all written or oral interrogatories. Then let
no one permit himself to be led off by rumor, when the facts
are so accessible to all.

Sale to commence—

Monday, September 27th, 1858,

and continue until all the Lots, numbering upwards of four
hundred, are sold.

TERMS OF SALE.

From ten to twenty-five per cent. cash in hand, dependant
upon the amount purchased, for the residue, a credit of one
and two years, with interest.

BEN EDWARDS GREY,
E. I. BULLOCK,
W. H. H. TAYLOR, } Trustees.

Address, for full information,

FRANK JAY McLEAN,

Atty in fact,

Kentucky City, Ky.

RICHARD B. COWLEY,
MANUFACTURING JEWELER,
34 Division st., 3rd floor, City of New York.
MASONIC, Sons of Temperance and Odd Fellows Lodge
Jewels, from new patterns and dies, made to order and
constantly on hand.
All orders promptly attended to. 6m22

RAILROADS AND STEAMBOATS.

FOR BOSTON AND PROVIDENCE via NEWPORT and
FALL RIVER.—The splendid and superior steamer
METHUEN, Capt. Brown, leaves New York every
TUESDAY, THURSDAY and SATURDAY, at 5 o'clock
P.M., and the BAY STATE Capt. Jewett, on MONDAY,
WEDNESDAY and FRIDAY, at 5 o'clock P.M.; from Pier
No. 3, N.R., near the Battery; both touching at Newport
each way.

Hereafter no rooms will be regarded as secured to any ap-
plicant until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch
by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West st.

The REGULAR MAIL LINE

VIA STONINGTON, for BOSTON and PROVIDENCE
—Inland route—the shortest and most direct, carrying
the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and
C. VANDERBILT, Capt. W. H. Frazee, in connection with the
STONINGTON & PROVIDENCE and BOSTON & PROVIDENCE
RAILROAD, leaving New York daily (Sundays
excepted) from Pier No. 2, North River, first wharf above
Battery Place, at 6 o'clock P.M., and Stonington, at 8 1/2 P.M.;
or on the arrival of the mail train which leaves Boston at
5.30 P.M.

The C. VANDERBILT, from New York Monday, Wednesday
and Friday; from Stonington Tuesday, Thursday and Satur-
day.

The PLYMOUTH ROCK, from New York Tuesday,
Thursday and Saturday; from Stonington Monday, Wednes-
day and Friday.

Passengers proceed from Stonington per railroad to Provi-
dence and Boston in the Express Mail Train, reaching said
places in advance of those by other routes, and in ample time
for all the early morning lines connecting North and East.
Passengers that prefer to remain on board the steamer, enjoy
a night's rest undisturbed, breakfast if desired, and leave Ston-
ington in the 7 A.M. train for Providence and Boston.

A baggage master accompanies the steamer and train
through each way.

For passage, berths, state rooms or freight, apply on board
the steamer, or at the Freight Office, Pier No. 2 North River,
or at the office No. 10 Battery Place.

RAILROAD MAPS, THE BEST "GUIDE" IN THE WORLD, FOR SALE AT THIS OFFICE.

Price of Pocket Edition, by mail, pre-paid.....\$1.00
" Mounted on rollers..... 3.00
" " " Colored in Counties..... 5.00

RAILROADS.

NEW YORK & NEW HAVEN R. R.

1858. SUMMER ARRANGEMENT. 1858.
Commencing May 13, 1858.

Passenger station in New York, corner 27th st. and 4th av.;
entrance on 27th st.

TRAINS LEAVE NEW YORK

For New Haven, 7 A.M. [ex.]; 12.45, 3.45, 4.20 [ex.], and
5.30 P.M. For Bridgeport, 7 A.M. [ex.], 12.45, 3.45, 4.20
[ex.], and 5.30 P.M. For Milford, Stratford, Fairfield, South-
port and Westport, 7 A.M.; 12.45, 3.45, 5.30 P.M. For Norwalk,
7 A.M.; 12.45, 3.45, 4.20 [ex.], 4.45, 5.30, 6.30 P.M. For
Danbury and Greenwich, 7 A.M.; 12.45, 3.45, 4.45, 5.30, 6.30 P.M.
For Stamford, 7 [ex.], 9 A.M.; 12.45, 3.45, 4.20 [ex.], 4.45,
5.30, 6.30 P.M. For Port Chester and intermediate stations, 7,
9 A.M.; 12.45, 3.45, 4.45, 5.30, 6.30 P.M.

CONNECTING TRAINS.

For Boston, 8 A.M. [ex.], 4.20 P.M. [ex.]. For Hartford and
Springfield, 8 A.M. [ex.], 4.20 P.M. [ex.]. For Connecticut
River Railroad to Montreal, 8 A.M. [ex.], and 4.20 P.M. [ex.],
to Northampton. For Canal Railroad to Northampton, 8 A.M.
[ex.], and 12.45 P.M. For Housatonic Railroad, 8 A.M., 4.20
P.M. For Naugatuck Railroad, 8 A.M., 12.45, and 3.45 P.M.
For Danbury and Norwalk Railroad, 7, 9 A.M., 4.20 P.M.

JAMES H. HOYT, Supt.

NEW JERSEY RAILROAD.

For Philadelphia and the South and West,
VIA JERSEY CITY.

MAIL and Express Lines leave New York at 8 and 11 A.M.,
and 4 and 6 P.M.; fare \$3; 11 and 4 go to Kensington.
Through Tickets sold for Cincinnati (\$17 and \$18.50) and the
West, and for Baltimore, Washington, Norfolk, etc., and
through baggage checked to Washington in 8 A.M. and 6 P.M.
trains.

W. WOODRUFF, Assistant Supt.

No baggage will be received for any train unless delivered
and checked fifteen minutes in advance of the time of leaving.

New York and Erie R. R.

On and after Monday, May 10, 1858, and until further notice

PASSENGER TRAINS
will leave Pier foot of Duane street,
as follows, viz:—

DUNKIRK EXPRESS, at 6 A.M. for Dunkirk and principal
intermediate stations.

MAIL TRAIN, at 8 A.M., for Dunkirk and Buffalo, and
intermediate stations.

ROCKLAND PASSENGER, at 3 P.M., from foot of Chamber
st., via Piermont, for Suffern's and intermediate stations.

WAY PASSENGER, at 4 P.M., for Newburgh, Middletown
and intermediate stations.

NIGHT EXPRESS, at 5 P.M. for Dunkirk and Buffalo.

The above trains run daily, Sundays excepted.

These Express Trains connect at Elmira, with the Elmira,
Canandaigua and Niagara Falls Railroad, for Niagara Falls; at
Binghamton with the Syracuse and Binghamton Railroad, for
Syracuse; at Corning with Buffalo, Corning and New York
Railroad, for Rochester; at Great Bend with Delaware, Lacka-
wanna and Western Railroad, for Scranton; at Hornellsville
with the Buffalo and New York City Railroad, for Buffalo; at
Buffalo and Dunkirk with the Lake Shore Railroad or
Cleveland, Cincinnati, Toledo, Detroit Chicago, etc.

CHARLES MORAN, President.

HUDSON RIVER R. R.

FROM May 10th, 1858. Trains will leave Chambers street
station as follows: Express Trains, 6 A.M., and 5 P.M.;
Albany and Troy Passenger Train, 11 1/2 A.M. and 10 P.M.; for
Dobbs' Ferry, 6 1/2 A.M. and 4 P.M.; for Tarrytown, 7 P.M.; for
Sing Sing, 10 1/2 A.M. and 3 P.M.; for Poughkeepsie, 8 A.M., 1
P.M. and 3 1/2 P.M.; for Peekskill 5 1/2 P.M. The Poughkeepsie,
Peekskill, Sing Sing, Tarrytown and Dobbs' Ferry Trains stop
at the way stations. Passengers taken at Chambers, Canal,
Christopher and Thirty-first streets. Trains for New York
leave Troy, at 4 1/2 and 10 25 A.M., and 4 1/2 and 9 1/2 P.M.;
and Albany, at 4 1/2 and 10 55 A.M., and 4 05, 4 45 and 3 1/2 P.M.;
on Sundays, at 9 1/2 P.M.

A. F. SMITH, Supt.

U. S. MAIL AND EXPRESS ROUTE DIRECT FOR Iowa, Kansas and Nebraska.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

THE ONLY DIRECT ROUTE FROM
CHICAGO TO AURORA, MENDOTA, PRINCETON,
GALESBURG, QUINCY, BURLINGTON, ANY PART
OF SOUTHERN OR CENTRAL IOWA, KANSAS
OR NEBRASKA.

PASSENGER TRAINS leave the Central Depot, foot of
South Water street, Chicago, daily as follows:—

9.45 A.M.—MORNING EXPRESS.—Connecting at Mendota with
Illinois Central Railroad, north for Amboy, Dixon,
Galena and Dunleith, south for La Salle, Bloomington,
Decatur, Springfield, Jacksonville, St. Louis,
Cairo, &c.; at Galesburg with Northern Cross R.R.
for Quincy, &c.; and at Burlington with Burlington
and Missouri River R.R., with Packets for
points up and down the Mississippi river.

8.45 P.M.—EVENING EXPRESS.—Making same connections as
above.

NO TRAIN SATURDAY EVENING.

ONE TRAIN SUNDAY, 8.45 P.M.

BAGGAGE CHECKED THROUGH TO BUR-
LINGTON AND QUINCY.

THROUGH TICKETS can be procured at all the principal
eastern railroad offices and in Chicago at the Depot and at the
Michigan Central R.R. office, corner of Lake and Dearborn
streets, opposite the Tremont House.

SAM'L POWELL,
Gen. Ticket Agent.

C. G. HAMMOND,
Gen. Supt.

Philadelphia, Wilmington & Baltimore Railroad.

UNITED STATES MAIL ROUTE TO THE SOUTH AND WEST.

Trains will leave the Southern and Western Station, corner
Broad and Prime streets, Philadelphia, at 8 30 A.M. 12.45, 3 A.
and 11 P.M.

FARE BY THROUGH TICKETS TO THE SOUTH.

From New York to Wilmington.....	\$15 50
do do Norfolk.....	8 50
From Philadelphia to Wilmington.....	14 00
do do Norfolk.....	6 50
do do Petersburg.....	9 00
do do Richmond.....	8 00

FARE BY THROUGH TICKETS TO THE WEST.

From New York to Cincinnati.....	\$17 00
do do Louisville.....	19 00
From New York to Indianapolis.....	19 00
From Philadelphia to Cincinnati.....	16 00
do do Louisville.....	18 00

An extra charge will be made for meals and state rooms on
board the boat.

GEORGE A. PARKER, Supt.